# PROJECT REPORT

## FAI ROUTE 80 (I-80)
## SECTION (50-2)HBK & I-3
## LaSalle County

The reconstruction of the I-80/IL 251 interchange.
The replacement of S.N. 050-0077(SB) and S.N. 050-0078(NB) carrying IL 251 over I-80.
The reconstruction of the LaSalle/May Road intersection.

| | |
|---|---|
| Project No. | P-93-054-02 |
| D-3 No. | 1512 |
| File No. | 1406 |
| MAPS No. | 340700 |
| Const. Cont. No. | |

Prepared for

Illinois Department of Transportation

District 3, Ottawa
Bureau of Program Development
D#3Project Liaison – Duane Lukkari
By

Hutchison Engineering, Inc.

November 05

**Report Approved by the FHWA on January 4, 2006**

U.S. Department of Transportation
**Federal Highway Administration**

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

January 4, 2006

HB -IL

RECEIVED
STUDIES & PLANS
JAN 10 2006

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|---|---|---|
| S&P ENG | | |
| ENVIRONMENT | | |
| ESTIMATOR | | |
| GEOMETRICS | | |
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| LOCATIONS | X | TSC DPL |
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| SEC | | |
| CO-ORD | | |

Mr. Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation
700 East Norris Drive
Ottawa, Illinois 613501-0697

Attention: Mr. Rick Powell, P.E.
Studies and Plans Engineer

Dear Mr. Mounts:

Subject: Design Report Approval
Federal Aid Interstate Route I-80
Peru Interchange
LaSalle County

We have received your November 29, 2005 submittal requesting Project Design Report Approval for the reconstruction of the interchange at Peru on Interstate 80 in LaSalle County. After reviewing the Project Design Report, and based on the proposal and recommendations in the report, Project Design Report Approval is given.

Sincerely,

Jason W. Cowin, P.E.
Transportation Engineer

For: Norman R. Stoner, P.E.
Division Administrator

Celebrating 50 Years 1956 2006 Eisenhower Interstate System

BUCKLE UP AMERICA

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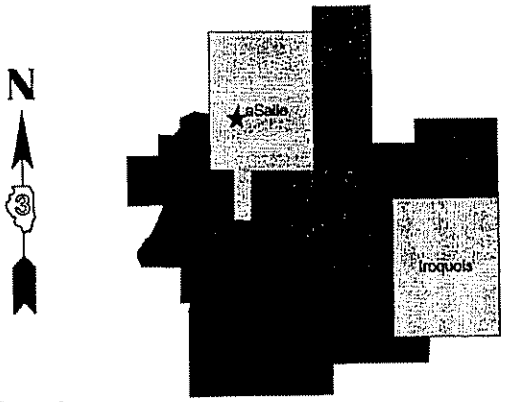
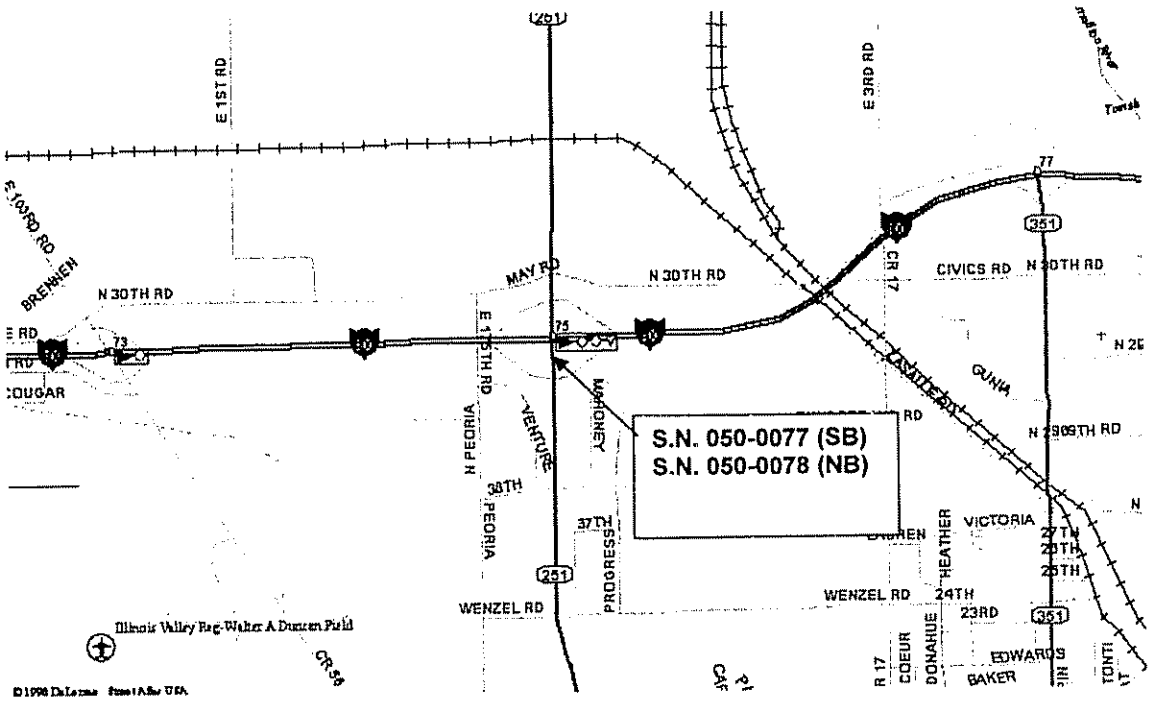
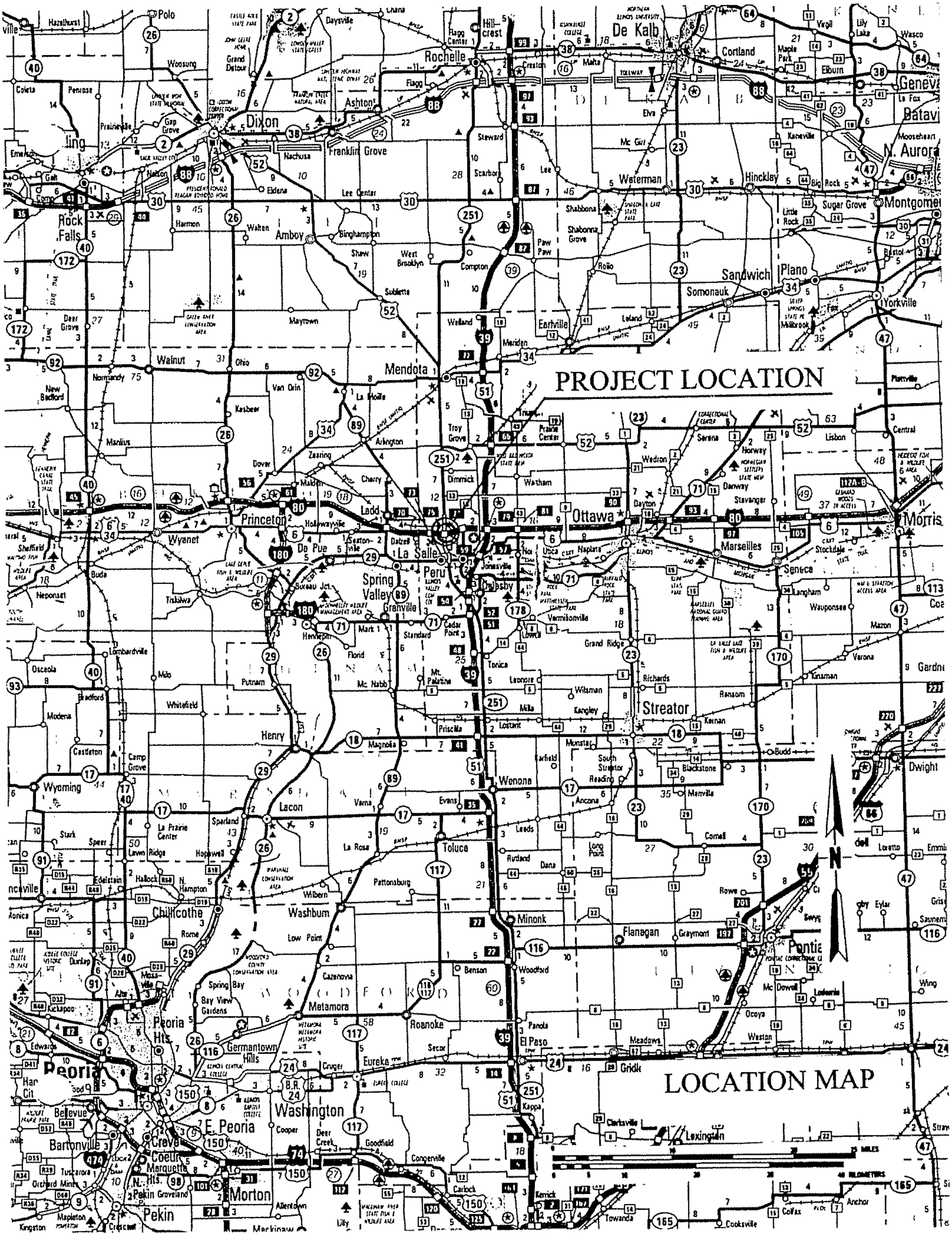
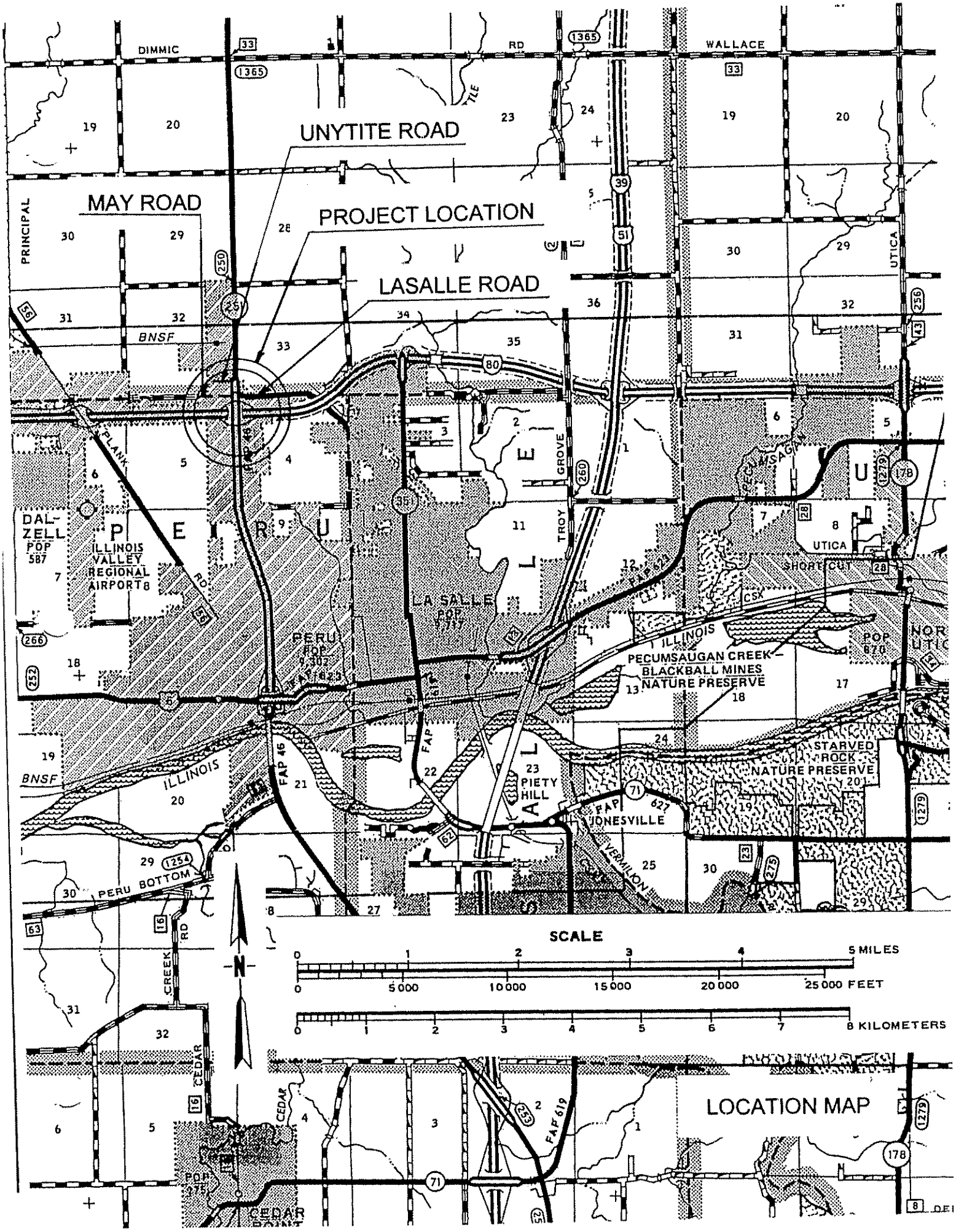
**FAI 80**
**Section (50-2) HBK & I-3**
**LaSalle County**
**Interchange Reconstruction - Peru**
**Remove & Replace SN 050-0077**
**& SN 050-0078, Reconstruct interchange**
**P-93-054-02**




**Project Area ★**




PROJECT LOCATION
LOCATION MAP
De Kalb
Rochelle
Dixon
Mendota
Princeton
La Salle
Peru
Ottawa
Morris
Streator
Spring Valley
Wenona
Toluca
Minonk
Washburn
Chillicothe
Peoria
Peoria Hts.
E. Peoria
Washington
Morton
Pekin
Metamora
Eureka
El Paso
Pontiac
Dwight
Sandwich
Plano
Yorkville
Rock Falls
Amboy
Wyoming
Henry
Lacon
Marseilles
Seneca
Geneva
Batavia
N. Aurora
Montgomery
Ashton
Franklin Grove
Hinckley
Waterman
Earlville
Granville
Hennepin
Tonica
Utica
Naplate
Flanagan
Kappa
Lexington
Gridley
Roanoke
Germantown Hills
Bartonville
Creve Coeur
Marquette Hts.
N. Pekin
Mackinaw
Congerville
Goodfield
Deer Creek
Carlock
Towanda
Kerrick
Cooksville
Colfax
Anchor
MILES
KILOMETERS


UNYTITE ROAD
MAY ROAD
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LASALLE ROAD
DIMMIC RD
WALLACE
PRINCIPAL
UTICA
BNSF
PLANK RD
DAL-ZELL POP 587
ILLINOIS VALLEY REGIONAL AIRPORT
PERU POP 9,302
LA SALLE POP 9,717
TROY GROVE
PECUMSAGAN
UTICA
SHORT CUT
CSX
ILLINOIS
PECUMSAUGAN CREEK BLACKBALL MINES NATURE PRESERVE
POP 870
STARVED ROCK NATURE PRESERVE
PIETY HILL
JONESVILLE
VERMILION
FAP 46
FAP 623
FAP 627
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PERU BOTTOM
CREEK RD
CEDAR
CEDAR POINT
POP 275
SCALE
5 MILES
25 000 FEET
8 KILOMETERS
N
LOCATION MAP

Illinois Department of Transportation

**Phase I Report Approval**

Key Route: F A I -80
F A I Route: 80
Section: (50-2) HBK & I-3

Marked Route: I-80

PPS No : 3-40700
County: LaSalle
Project Length: 1 51 miles on I-80; 0 64 mile on IL 251; 0 18 mile on May Road; and 0 15 mile on LaSalle Road

Job Number: P-93-054-02
Location: Peru, Illinois

Contract No :

Program No : 3-40700

**General Description of Existing Facility:**
Structure Numbers 050-0077 and 050-0078 were both constructed in 1961 as simple four span prestressed concrete I-beam structures 208' long They both have 7" concrete decks and are covered with an I-11 overlay and waterproofing membrane system Each roadway has two 12' lanes and 3' shoulders for a total of 30' while the total out to out distance is 36'

The diamond interchange was constructed at the same time as the bridges The existing intersection angles are 70° and there is a dual left turn lane at the northeast quadrant for I-80 traffic that turns southbound The ramp terminals are signalized

Located approximately 300' north of the westbound I-80 ramps is the signalized intersection of LaSalle/May Road This intersection has been designated as a high accident location The I-80 westbound off ramp traffic that turns north has its own concrete right turn lane to LaSalle Road Traffic headed south on Illinois Route 251 has a short right turn lane to the I-80 westbound on ramp

I-80 is a Class I truck route & Illinois Route 251 is a Class II truck route

**Need for Proposed Improvement:**
S.N. 050-0077 is in need of 17 percent partial deck patching and 26 percent full depth patching The beams, diaphragms, pier caps, and columns have areas that are wet, cracked, delaminated and spalled Two beams have spalls with exposed reinforcement and the bearings are heavily rusted Guardrail end sections do not meet the current standards Structure No 050-0077 has a sufficiency rating of 78 6, inventory rating of 56 tons, and operating rating of 99 tons The vertical clearance over I-80 is 16 2 feet

Structure No 050-0078 is in need of 18 percent partial deck patching and 28 percent full depth patching The beams, diaphragms, abutment backwalls, and piers have areas that are wet, cracked, and spalled There also is a broken electrical box and conduit brackets on the east fascia Guardrail end sections do not meet the current standards and the approach guardrail is not attached to the northeast rail Structure No 050-0078 has a sufficiency rating of 77 6, inventory rating of 56 tons, and operating rating of 99 tons The vertical clearance over I-80 is 16 2 feet

There currently is a high accident location at the intersection of LaSalle-May Road This intersection is too close to the WB ramps of I-80 and motorists have trouble with the short merging distance between the ramp intersection and the LaSalle/May intersection

The existing interchange does not meet the traffic capacity for the projected ADT and the EB entrance ramp length is inadequate for trucks to merge with I-80 traffic at 50 miles per hour There also is a high accident location at the Illinois Route 251 intersection with the eastbound ramps

**Design Policies Used:** ☐ New Construction ☒ Reconstruction ☐ 3R ☐ Other

**General Description of Proposed Improvement:**
Structures 050-0077 and 050-0078 will be removed and replaced per the recommendation of the approved BCR's The profile of the proposed IL251 structure will provide a minimum 16 5' vertical clearance over the interstate The length of the new structure will provide additional horizontal underclearance for a future six lane interstate cross section The proposed bridge geometry will be based on the traffic analysis and capacity requirements The final bridge design will be determined in the TS&L phase

The interchange will be reconstructed as a conventional diamond with the westbound ramp terminals moved approximately 450' closer to I-80. This design will provide additional room for traffic between the westbound I-80 ramps and LaSalle/May Road. The ramps will be designed for 50 miles per hour

The ramps will have sufficient length as to enable trucks to enter the interstate at 50 miles per hour. The existing ramp intersections were built at 70 degree angles. The proposed westbound ramp intersection angles will be 90 degrees, while the eastbound exit angle will be 70 and the eastbound entrance ramp will be 75 degrees respectively. An auxiliary lane will be constructed along the eastbound entrance ramp

The LaSalle-May Road intersection will be reconstructed and additional lanes will be added

**Approximate Amount of ROW to be Purchased:**

15 Parcels Totaling 1 98 Acres.

Number of Businesses: 1 and Residences: 0 to be acquired.

**Estimated Program Cost (w/o ROW):** $17,725,000 (FY unfunded) Fund Type: Interstate Maintenance

**Phase 1 Estimated Construction Cost (w/o ROW):**$16,417,000

**Phase 1 Estimated ROW Cost:**$1,000,000

**Estimated Program ROW Cost:**$1,100,000 (FY unfunded)

**Utility Relocation Cost:** $0

**Consultant P.E. Cost:** PE 2 $600,000 (FY 07)

Is cooperation/participation by local agency in accordance with Department policy? Yes ☒ No ☐

Coordination Meetings: Are minutes from district coordination meetings attached? Yes ☒ No ☐

**Design Exceptions:**

- Level One Required? Yes ☒ No ☐
- Level Two Required? Yes ☒ No ☐
- If yes, note dates approved: Oct. 18, 2002
  June 2, 2004
  April 14, 2005
  Sept. 7, 2005

**Type of Public Involvement Activity:**

- Public Hearing Offered? Yes ☒ No ☐
- Informational Meeting Held? Yes ☒ No ☐
- Property Owners Contacted? Yes ☒ No ☐

☐ Categorical Exclusion Certification Statement (Group I):
"This project is of a type which qualifies as a Categorical Exclusion Action. It has been determined not to involve any Potential for Unusual Circumstances. Therefore, it is eligible to be processed as a Group I Categorical Exclusion."

☒ **Categorical Exclusion Certification Statement (Group II):**
"It has been determined this project will involve one or more of the factors indicating a Potential for Unusual Circumstances. Group II Categorical Exclusion concurrence for this project was obtained from the FHWA on April 14, 2005. Documentation of the concurrence is attached."

District Design Approval
(If applicable)

IDOT Regional Engineer Date

BDE Design Approval
(If applicable)

Bureau of Design & Environment Date

## ROADWAY FACT SHEET
## I-80

**ROUTE:** FAI 80 (I-80)
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**TYPE OF IMPROVEMENT:** Interchange Reconstruction

**CURRENT ADT (2002):**

| | ADT | P.C. | S.U. | M.U. |
|---|---|---|---|---|
| I-80 west of IL 251 | 25,000 | 59.6% | 5.9% | 34.5% |
| I-80 east of IL 251 | 26,000 | 62.0% | 5.6% | 32.4% |

**ANTICIPATED YEAR OF CONSTRUCTION: UNFUNDED:**

**ADT - 2008:**

| | |
|---|---|
| I-80 west of IL 251 | 30,500 |
| I-80 east of IL 251 | 31,800 |

**PROJECT FUNDING:** Interstate Maintenance **FY:** Unfunded

**SURROUNDING LAND USE:** Agriculture, Commercial, and Industrial

**HIGHWAY CLASSIFICATION:**
Functional Classification - Urban Interstate
Facility Class - Class I Roads and Streets

**TRUCK ROUTE CLASS:** I

**PAVEMENT SURFACE CONDITION (CRS VALUE):** 2002 (7.1 WB and EB)
(Paved in 1991, 2001, & 2003)

| | EXISTING | PROPOSED |
|---|---|---|
| **NO. OF LANES** | 4 | 4 |
| **ROADWAY WIDTH** | 2 @ 44 ft. | 2 @ 44 ft. |
| **PAVEMENT WIDTH** | 2 @ 24 ft. | 2 @ 24 ft. |
| **SHOULDER WIDTH** | Median – 8 ft.<br>Outside - 12 ft. | Median – 8 ft.<br>Outside - 12 ft. |
| **SHOULDER TYPE** | Med. - 4 ft. bit. & 4 ft. agg.<br>Outside - 10 ft. bit. & 2 ft. agg. | Med. - 4 ft. bit. & 4 ft. agg.<br>Outside - 10 ft. bit. & 2 ft. agg. |
| **CURB TYPE** | None | None |

**CLEAR ZONE:** 30 ft.

**DESIGN SPEED:** 70 mph **POSTED:** 65 mph

**ARE THERE ANY BRIDGES IN THIS SECTION?**

Yes. Two bridges on Illinois Route 251 over I-80.

**CAN THEY REMAIN IN PLACE?** No.

**GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED:**

SN 050-0077 (SB) and SN 050-0078 (NB) carry IL 251 over I-80 and are programmed for total replacement. For additional details see Appendix D for Bridge Condition Report Approval Memos, Bridge Condition Reports, MMI Sheets, and Bridge Inspection Sheets.

**WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?**

Culverts will be extended and protected as needed. See Appendix A for Culvert Rehabilitation Diagrams. A separate Drainage Report has been developed for the project.

**ARE THERE ANY RECORDS OF FLOODING?**

No. See Appendix A for correspondence from Bureau of Operations.

**WHAT HAS A REVIEW OF ACCIDENT DATA SHOWN?**

In the four-year study period from 1998 to 2001, there were 33 accidents resulting in eight injuries on I-80. Of the 33 accidents, 76 percent (25) were property damage accidents only. The remaining eight accidents involved personal injuries. Rear end collisions were the most frequent type of accident with 30.3 percent; followed by sideswipe/same direction 24.2 percent; striking a fixed object accounted for 21.2 percent; striking other objects 9.1 percent; striking an animal 6.1 percent; vehicle overturned 6.1 percent; and striking at an angle 3.0 percent.

**ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE?**

Yes. The existing horizontal curve data has been investigated and meet the criteria to remain in place. See Appendix A for table tabulating the existing horizontal curve data.

**ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE?**

Yes. However, new vertical curves have been developed and are tabulated in a table in Appendix A.

**R.R. CROSSING PROTECTION:** **EXISTING:** N/A **PROPOSED:** N/A

**RAILROAD CROSSING PROPOSED IMPROVEMENT:** N/A

**SIDEWALKS:** **EXISTING:** None **PROPOSED:** None

**PARKING:** **EXISTING:** None **PROPOSED:** None

**INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED?**

No signals on I-80.

| | | |
|---|---|---|
| **LIGHTING:** | **EXISTING:** | Partial Interchange Lighting |
| | **PROPOSED:** | Full Interchange Lighting – See Appendix A. |

**METHODS OF HANDLING TRAFFIC:**

The road work will be constructed under traffic using the applicable traffic control standards for maintaining one lane open to traffic in each direction at all times.

The placement of the beams for the Illinois Route 251 bridge that spans I-80 will be placed at night (during times of low traffic volumes) and traffic on I-80 will be detoured using the exit and entrance ramps.

**THE GUIDELINES OF THE FOLLOWING CHAPTERS OF THE BDE MANUAL (REVISED DECEMBER 2002) HAVE BEEN USED IN DEVELOPING THIS PROJECT:**

| | |
|---|---|
| CHAPTER 32 | HORIZONTAL ALIGNMENT |
| CHAPTER 33 | VERTICAL ALIGNMENT |
| CHAPTER 37 | INTERCHANGES |
| CHAPTER 38 | ROADSIDE SAFETY |
| CHAPTER 39 | STRUCTURE PLANNING/GEOMETRICS |
| CHAPTER 44 | RURAL AND URBAN FREEEWAYS (New Construction/Reconstruction) |

**ARE THERE ANY DEVIATIONS FROM THIS POLICY?** Yes:

Ramp D:

The distance from the structure to Ramp D's gore nose will be approximately 1,045 ft. The recommended minimum distance is 1,250 ft. [Section 37-3.02(d) of the BDE Manual]. This deviation was approved at the June 3, 2004 Coordination Meeting.

## ROADWAY FACT SHEET
## IL 251

**ROUTE:** IL 251 – FAU 6101
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**TYPE OF IMPROVEMENT:** Interchange Reconstruction

**CURRENT ADT (2002):**

| | ADT | P.C. | S.U. | M.U. |
|---|---|---|---|---|
| IL 251 S. of I-80 | 16,000 | 94.1% | 2.3% | 3.6% |
| IL 251 N. of I-80 | 10,700 | 91.8% | 3.4% | 4.8% |
| IL 251 N. of May Rd. | 7,700 | 91.5% | 4.9% | 3.6% |

**ANTICIPATED YEAR OF CONSTRUCTION: UNFUNDED**

**ADT - 2008:**

| | |
|---|---|
| IL 251 S. of I-80 | 18,400 |
| IL 251 N. of I-80 | 12,300 |
| IL 251 N. of May Rd. | 9,500 |

**PROJECT FUNDING:** Interstate Maintenance **FY:** Unfunded

**SURROUNDING LAND USE:** Agriculture, Commercial, and Industrial

**HIGHWAY CLASSIFICATION:**
Function Classification – Minor Arterial (Urban)
Facility Class – Class I Roads and Streets

**TRUCK ROUTE CLASS:** IL Route 251 is a Class II Truck Route.

**PAVEMENT SURFACE CONDITION (CRS VALUE):**

| | | |
|---|---|---|
| 2003 | 7.6 | North of LaSalle/May Road |
| | 8.7 | South of LaSalle/May Road |

| | EXISTING | PROPOSED |
|---|---|---|
| **NO. OF LANES** | 4 | 4 |
| **ROADWAY WIDTH** | 2 @ 42 ft. | 1 @ 90 ft. f-f of curb |
| **PAVEMENT WIDTH** | 2 @ 24 ft. | 2 @ 26 ft. |
| **SHOULDER WIDTH** | Outside 10 ft.<br>Median side 8 ft. or CCC&G<br>Median width 40 ft. and varies | CCC&G<br>Median width 34 ft. |
| **SHOULDER TYPE** | Bituminous | N/A |

**CURB TYPE** N/A B-6.24

**CLEAR ZONE:** Operational Offset - 1.5 ft. from face of curb.

**DESIGN SPEED:** 45 mph **POSTED:** 45 mph

**ARE THERE ANY BRIDGES IN THIS SECTION?** Yes

**CAN THEY REMAIN IN PLACE?** No.

**GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED:**

SN 050-0077 (SB) and SN 050-0078 (NB) carry IL 251 over I-80 and are programmed for total replacement. For additional details see Bridge Fact Sheets and Bridge Condition Report Approval Memo in Appendix D.

**WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?**

No work required on cross-road culverts. Side road culverts will be replaced. New inlets and storm sewer will be constructed along IL 251. See Appendix A for Culvert Rehabilitation Diagrams. Also, a separate Drainage Report has been developed for the project.

**ARE THERE ANY RECORDS OF FLOODING?**

No. See Appendix A for correspondence from Bureau of Operations.

**WHAT HAS A REVIEW OF ACCIDENT DATA SHOWN?**

There are no wet weather clusters within the project limits. There are two high accident locations: one at the EB entrance of I-80/Illinois Route 251 and the other at the intersection of Illinois Route 251/LaSalle-May Road.

**ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE?**

Yes. No horizontal curves on Illinois Route 251 within the project limits.

**ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE?**

Yes. However, new vertical curves have been developed and are tabulated in a table in Appendix A.

**R.R. CROSSING PROTECTION:** **EXISTING:** N/A **PROPOSED:** N/A

**RAILROAD CROSSING PROPOSED IMPROVEMENT:** N/A

**SIDEWALKS:** **EXISTING:** None **PROPOSED:** None

**PARKING:** **EXISTING:** None **PROPOSED:** None

## INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED?

Signals at the following three intersections will be replaced entirely:

1. LaSalle/May Rd. and IL 251.
2. IL 251/WB Ramps (North ramps)
3. IL 251/EB Ramps (South ramps)

**LIGHTING:** **EXISTING:** Partial Interchange Lighting
**PROPOSED:** Full Interchange Lighting

## METHODS OF HANDLING TRAFFIC:

The road work will be constructed under traffic using the applicable traffic control standards for maintaining one lane open to traffic in each direction at all times.

**THE GUIDELINES OF THE FOLLOWING CHAPTERS OF THE BDE MANUAL (REVISED DECEMBER 2002) HAVE BEEN USED IN DEVELOPING THIS PROJECT:**

| | |
|---|---|
| CHAPTER 31 | BASIC DESIGN CONTROLS |
| CHAPTER 32 | HORIZONTAL ALIGNMENT |
| CHAPTER 33 | VERTICAL ALIGNMENT |
| CHAPTER 34 | CROSS SECTION ELEMENTS |
| CHAPTER 35 | ACCESS CONTROL/ACCESS MANAGEMENT |
| CHAPTER 36 | INTERSECTIONS |
| CHAPTER 37 | INTERCHANGES |
| CHAPTER 38 | ROADSIDE SAFETY |
| CHAPTER 39 | STRUCTURE PLANNING/GEOMETRICS |
| CHAPTER 48 | URBAN HIGHWAYS AND STREETS (New Construction/Reconstruction) |
| CHAPTER 55 | WORK ZONE TRAFFIC CONTROL |
| CHAPTER 56 | HIGHWAY LIGHTING |

**ARE THERE ANY DEVIATIONS FROM THIS POLICY?** Yes

Ramp C: Angle of intersection 70°, policy is 60°. Approved at the October 18, 2002 Coordination Meeting and again discussed at the April 14, 2005 Coordination Meeting.

Ramps A/B and C/D: Intersection approach grades on Illinois Route 251 exceed 2% maximum per policy. This was approved at the April 14, 2005 Coordination Meeting.

For design year 2028, Illinois Route 251 warrants six lanes south of the westbound ramps The proposal to continue with four lanes was approved at the April 14, 2005 Coordination Meeting.

Barrier warrants in northwest quadrant of Illinois Route 251 and I-80. The clear zone along Illinois Route 251 is 1.5' from the face of the curb. Therefore, barrier is not warranted for Illinois Route 251. However, the curb along Illinois Route 251 does not redirect vehicles and in order to minimize the potential for an errant vehicle from Illinois Route 251 entering onto I-80 westbound lanes it is necessary to place a barrier along Illinois Route 251. Also, barrier is needed along Illinois Route 251 to protect errant vehicles from the parapet of the bridge on Illinois Route 251 over I-80. Because of the location of Ramp A the recommended 260-foot runout length of barrier is not met. With barrier placed between Ramp A and the bridge parapet it is unlikely an errant vehicle would end up on the westbound I-80 lanes. In order for an errant vehicle to end up on the westbound lanes of I-80 the vehicle would need to cross the signalized intersection of Ramp A including the Island and/or curb, down the embankment of Ramp A, along the embankment for Illinois Route 251, traverse the ditch along the westbound lanes of I-80. See BDE Procedure Memorandum 36-03. The proposed design is to use short radius guardrail with weakened posts – wrapping the rail around the westbound entrance ramp. This deviation was approved at the September 7, 2005 Special Coordination Meeting

## ROADWAY FACT SHEET
### Ramps

**ROUTE:** FAI 80 (I-80)
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**TYPE OF IMPROVEMENT:**

**CURRENT ADT (2002):**

| | ADT | P.C. | S.U. | M.U. |
|---|---|---|---|---|
| Ramp A | 3100 | 85.2% | 3.3% | 11.5% |
| Ramp B | 3500 | 80.8% | 5.2% | 14.0% |
| Ramp C | 3000 | 88.1% | 3.4% | 8.5% |
| Ramp D | 3600 | 77.8% | 5.0% | 17.2% |

**ANTICIPATED YEAR OF CONSTRUCTION: UNFUNDED**

ADT – 2008:

| | |
|---|---|
| Ramp A | 3490 |
| Ramp B | 4040 |
| Ramp C | 3360 |
| Ramp D | 4140 |

**PROJECT FUNDING:** Interstate Maintenance **FY:** Unfunded

**SURROUNDING LAND USE:** Agriculture, Commercial, and Industrial

**HIGHWAY CLASSIFICATION:** N/A
**TRUCK ROUTE CLASS:** N/A

**PAVEMENT SURFACE CONDITION (CRS VALUE):** 2002 (7.1)

The following are the ramp designations:

Ramp A – Westbound entrance ramp.
Ramp B – Westbound exit ramp.
Ramp C – Eastbound exit ramp.
Ramp D – Eastbound entrance ramp.

| | EXISTING | PROPOSED |
|---|---|---|
| **NO. OF LANES** | Ramps A,C, & D – 1 lane.<br>Ramp B - 1 lane at I-80 & 2 lanes at IL 251. | Ramp A –2 lanes at IL 251 & 1 lane at I-80.<br>Ramp B – 1 lane at I-80 and 3 lanes at IL 251.<br>Ramp C – 1 lane at I-80 and 2 lanes at IL 251.<br>Ramp D – 1 lane. |
| **ROADWAY WIDTH** | Ramps A, C, & D - 32 ft.<br>Ramp B – 40 ft. | Ramp A – 40 ft.<br>Ramp B – 40 ft. to 52 ft.<br>Ramp C 30 ft. to 42 ft.<br>Ramp D – 30 ft. |

| | | |
|---|---|---|
| **PAVEMENT WIDTH** | Ramp B – 14 ft. at I-80 to 24 ft. at IL 251.<br>Ramps A, C, & D - 14 ft. | Ramp A – 24 ft at IL 251 to 16 ft. at I-80.<br>Ramp B – 16 ft. at I-80 to 36 ft. at IL 251<br>Ramp C – 16 ft. at I-80 to 28 ft at IL 251.<br>Ramp D – 16 ft. |
| **SHOULDER WIDTH** | Ramp A:<br>Right Side 10 ft.<br>Left Side 8 ft.<br>Ramp B:<br>Right Side – 8 ft.<br>Left Side – 8 ft.<br>Ramps C & D:<br>Right Side 10 ft.<br>Left Side 8 ft. | Ramp A.<br>Right Side 10 ft.<br>Left Side 6 ft.<br>Ramps B, C, & D:<br>Right Side – 8 ft.<br>Left Side 6 ft. |
| **SHOULDER TYPE** | Ramp A:<br>Right Side 8 ft. Bit. 2 ft. Agg.<br>Left Side 4 ft. Bit. 4 ft. Agg.<br>Ramp B:<br>Right Side – 8 ft. - Bit.<br>Left Side – 4 ft. Bit. 4 ft. Agg.<br>Ramps C, & D:<br>Right Side – 8 ft. Bit. 2 ft. Agg.<br>Left Side – 4 ft. Bit. 4 ft. Agg. | Ramp A:<br>Right Side 10 ft. Bit.<br>Left Side 4 ft. Bit. 2 ft. Agg.<br>Ramps B, C, & D:<br>Right Side – 6 ft. Bit. 2 ft. Agg.<br>Left Side – 4 ft. Bit. 2 ft. Agg. |
| **CURB TYPE** | None | None |

**CLEAR ZONE:** 26 feet

**DESIGN SPEED:** 50 mph Curve 1
40 mph Curve 2

**POSTED:**

**ARE THERE ANY BRIDGES IN THIS SECTION?** No.

**CAN THEY REMAIN IN PLACE?** N/A

**GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED:** N/A

**WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?**

All crossroad culverts will be replaced.

## ARE THERE ANY RECORDS OF FLOODING?

No. See Appendix A for correspondence from Bureau of Operations.

## WHAT HAS A REVIEW OF ACCIDENT DATA SHOWN?

There are no wet weather clusters within the project limits. There are two high accident locations: one at the intersection of the EB entrance ramp and Illinois Route 251, and the other at the intersection of Illinois Route 251/LaSalle-May Road.

## ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE?

No. See Appendix A for tabulation of existing horizontal curve data.

Ramp A: The intersection angle of 70 degrees with IL 251 is substandard and should be increased to 90 degrees (BDE Figure 37-3C – Ramp/Crossroad Intersection Angles). The ramp terminal should be lengthened from the present 800.22 ft. to a standard entrance ramp terminal 1,150 ft long (BDE Figure 37-6K – Standard Entrance Ramp Terminal).

Ramp B: The intersection angle of 70 degrees with IL 251 is substandard and should be increased to 90 degrees (BDE Figure 37-3C – Ramp/Crossroad Intersection Angles). The ramp terminal should be lengthened from the present 581.33 ft. to a standard exit ramp terminal 800.99 ft. long (BDE Figure 37-6A – Standard Exit Ramp Terminal).

Ramp C: The ramp terminal should be lengthened from the present 581.33 ft. to 800.99 ft (BDE Figure BDE Figure 37-6A – Standard Exit Ramp Terminal and Figure 37-3D – Location Of Initial Curve For An Exit Ramp).

Ramp D: The intersection angle of 70 degrees with IL 251 is substandard and should be increased to a minimum of 75 degrees (BDE Figure 37-3C – Ramp/Crossroad Intersection Angles). The ramp terminal requires a 1000 ft. auxiliary lane in order for trucks with 200 lbs/hp to accelerate and enter I-80 at 50 mph (BDE Section 33-3.05).

Ramps will be reconstructed and the horizontal alignment will be corrected.

## ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE?

No. Ramp A does not meet the criteria for SSD (Stopping Sight Distance). See Appendix A for tabulation of existing vertical curve data.

**R.R. CROSSING PROTECTION:** N/A **EXISTING:** **PROPOSED:**

**RAILROAD CROSSING PROPOSED IMPROVEMENT:** N/A

| | | | | |
|---|---|---|---|---|
| **SIDEWALKS:** | **EXISTING:** | None | **PROPOSED:** | None |
| **PARKING:** | **EXISTING** | None | **PROPOSED:** | None |

**INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED?** Yes

**LIGHTING:** **EXISTING:** Partial Interchange Lighting
**PROPOSED:** Full Interchange Lighting

**METHODS OF HANDLING TRAFFIC:**

All Ramps will be reconstructed under traffic with the construction of temporary run-arounds and applicable traffic control standards.

**THE GUIDELINES OF THE FOLLOWING CHAPTERS OF THE BDE MANUAL (REVISED DECEMBER 2002) HAVE BEEN USED IN DEVELOPING THIS PROJECT:**

| | |
|---|---|
| CHAPTER 31 | BASIC DESIGN CONTROLS |
| CHAPTER 32 | HORIZONTAL ALIGNMENT |
| CHAPTER 33 | VERTICAL ALIGNMENT |
| CHAPTER 35 | ACCESS CONTROL/ACCESS MANAGEMENT |
| CHAPTER 37 | INTERCHANGES |
| CHAPTER 38 | ROADSIDE SAFETY |
| CHAPTER 55 | WORK ZONE TRAFFIC CONTROL |
| CHAPTER 56 | HIGHWAY LIGHTING |

**ARE THERE ANY DEVIATIONS FROM THIS POLICY?** Yes

Ramps C/D:

Intersection approach grades on Illinois Route 251 exceed 2% maximum per policy. This deviation was approved at the April 14, 2005 Coordination Meeting.

Ramp C:

Angle of intersection 70°, policy is 60° This deviation was approved at the October 18, 2002 Coordination Meeting and again discussed at the April 14, 2005 Coordination Meeting

Ramp D:

The distance from the structure to Ramp D's gore nose will be approximately 1,045 ft. The recommended minimum distance is 1,250 ft. [Section 37-3.02(d) of the BDE Manual]. This deviation was approved at the June 3, 2004 Coordination Meeting.

## ROADWAY FACT SHEET
## May Road

**ROUTE:** FAU 6081 (May Road - Portion on the West Side of IL 251)
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**TYPE OF IMPROVEMENT:**

| **CURRENT ADT (2002):** | ADT | P.C. | S.U. | M.U. |
|---|---|---|---|---|
| May Road (W. of Ill 251) | 5600 | 86.5% | 10.3% | 3.2% |

**ANTICIPATED YEAR OF CONSTRUCTION: UNFUNDED**
**ADT - 2008:**
7000

**PROJECT FUNDING:** Interstate Maintenance **FY:** Unfunded

**SURROUNDING LAND USE:** Agriculture, Commercial, and Industrial

**HIGHWAY CLASSIFICATION:** Municipal Street

**TRUCK ROUTE CLASS:** N/A

**PAVEMENT SURFACE CONDITION (CRS VALUE):** Not available – Not State Route.

| | EXISTING | PROPOSED |
|---|---|---|
| **NO. OF LANES** | 2 | 2 – thru lanes<br>1 - right turn lane<br>1 - left turn lane |
| **ROADWAY WIDTH** | 30 ft. | 60 ft. f-f curb |
| **PAVEMENT WIDTH** | 20 ft. | 56 ft. & Var. |
| **SHOULDER WIDTH** | Lt. & Rt. 5 ft. | CCC&G |
| **SHOULDER TYPE** | Earth | N/A |
| **CURB TYPE** | | B-6.24 |

**CLEAR ZONE:** Operational Offset - 1.5 ft. from face of curb.

**DESIGN SPEED:** 45 mph **POSTED:** 40 MPH
30 mph @ Intersection with IL 251

**ARE THERE ANY BRIDGES IN THIS SECTION?** No.

**CAN THEY REMAIN IN PLACE?** N/A

**GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED:** N/A

**WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?**

Cross road culverts, side road and entrance culverts will be replaced. New inlets and storm sewer will be constructed. See Appendix A for Culvert Rehabilitation Diagrams. Also, a separate Drainage Report has been developed for the project.

**ARE THERE ANY RECORDS OF FLOODING?**

No. See Appendix A for correspondence from Bureau of Operations.

**WHAT HAS A REVIEW OF ACCIDENT DATA SHOWN?**

No wet weather cluster sites. High accident location at the intersection of Illinois Route 251/LaSalle-May Road.

**ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE?**

May Road will be reconstructed on new alignment because of the addition of left and right turn lanes at the intersection of IL 251. See Appendix A for tabulation of horizontal alignment.

**ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE?**

May Road will be reconstructed on new alignment because of the addition of left and right turn lanes at the intersection of IL 251. See Appendix A for tabulation of vertical alignment.

**R.R. CROSSING PROTECTION:** **EXISTING:** N/A **PROPOSED:** N/A

**RAILROAD CROSSING PROPOSED IMPROVEMENT:** N/A

**SIDEWALKS:** **EXISTING:** None **PROPOSED:** None

**PARKING:** **EXISTING:** None **PROPOSED:** None

**INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED?**

New signals at IL 251.

**LIGHTING:** **EXISTING:** **PROPOSED:**

**METHODS OF HANDLING TRAFFIC:**

The road work will be constructed under traffic using the applicable traffic control standards for maintaining one lane open to traffic in each direction at all times.

**THE GUIDELINES OF THE FOLLOWING CHAPTERS OF THE BDE MANUAL (REVISED DECEMBER 2002) HAVE BEEN USED IN DEVELOPING THIS PROJECT:**

| | |
|---|---|
| CHAPTER 31 | BASIC DESIGN CONTROLS |
| CHAPTER 32 | HORIZONTAL ALIGNMENT |
| CHAPTER 33 | VERTICAL ALIGNMENT |
| CHAPTER 34 | CROSS SECTION ELEMENTS |
| CHAPTER 35 | ACCESS CONTROL/ACCESS MANAGEMENT |
| CHAPTER 36 | INTERSECTIONS |
| CHAPTER 38 | ROADSIDE SAFETY |
| CHAPTER 39 | STRUCTURE PLANNING/GEOMETRICS |
| CHAPTER 48 | URBAN HIGHWAYS AND STREETS (New Construction/Reconstruction) |
| CHAPTER 55 | WORK ZONE TRAFFIC CONTROL |

**ARE THERE ANY DEVIATIONS FROM THIS POLICY?** NO

## ROADWAY FACT SHEET
## LaSalle Road

**ROUTE:** FAU 6081 (LaSalle Road – Portion on the East Side of IL 251)
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**TYPE OF IMPROVEMENT:**

**CURRENT ADT (2002):** ADT 5500 P.C. 75.4% S.U. 16.4% M.U. 8.2%

**ANTICIPATED YEAR OF CONSTRUCTION: UNFUNDED**
**ADT – 2008**
6900

**PROJECT FUNDING:** Interstate Maintenance **FY:** Unfunded

**SURROUNDING LAND USE:** Agriculture, Commercial, and Industrial.

**HIGHWAY CLASSIFICATION:** Minor Arterial (Urban)

**TRUCK ROUTE CLASS:** N/A

**PAVEMENT SURFACE CONDITION (CRS VALUE):** 2003 (8.0)

| | EXISTING | PROPOSED |
|---|---|---|
| **NO. OF LANES** | 2 | 2 – thru lanes<br>1-right turn lane<br>1-left turn lane |
| **ROADWAY WIDTH** | 44 ft | 60 ft. f-f of curb |
| **PAVEMENT WIDTH** | 24 ft. | 56 ft. & Var |
| **SHOULDER WIDTH** | Lt. & Rt. 10 ft. | CCC&G |
| **SHOULDER TYPE** | Aggregate | N/A |
| **CURB TYPE** | None | B-6.24 |

**CLEAR ZONE:** 1.5 ft. from gutter line of curb (face of curb)

**DESIGN SPEED:** 45 mph and 30 mph @ IL 251 **POSTED:** 45 MPH

**ARE THERE ANY BRIDGES IN THIS SECTION?** No.

**CAN THEY REMAIN IN PLACE?** N/A

**GIVE DESCRIPTION OF WHAT MUST BE DONE TO ANY BRIDGE IN THIS SEGMENT AND WHEN WORK WILL BE ACCOMPLISHED:** N/A

**WHAT HAS A FIELD CHECK INDICATED ON CULVERT EXTENSIONS, SIDE ROAD CULVERT REPLACEMENTS AND OTHER SAFETY WORK?**

Cross road culverts, side road and entrance culverts will be replaced. New inlets and storm sewer will be constructed. See Appendix A for Culvert Rehabilitation Diagrams. Also, a separate Drainage Report has been developed for the project.

**ARE THERE ANY RECORDS OF FLOODING?**

No. See Appendix A for correspondence from Bureau of Operations.

**WHAT HAS A REVIEW OF ACCIDENT DATA SHOWN?**

No wet weather cluster sites. High accident location at the intersection of Illinois Route 251/LaSalle-May Road.

**ARE EXISTING HORIZONTAL ALIGNMENTS ADEQUATE?**

LaSalle Road will be reconstructed on new alignment because of the addition of left and right turn lanes at the intersection of IL 251. See Appendix A for tabulation of horizontal alignment.

**ARE EXISTING VERTICAL ALIGNMENTS ADEQUATE?**

LaSalle Road will be reconstructed on new alignment because of the addition of left and right turn lanes at the intersection of IL 251. See Appendix A for tabulation of vertical alignment.

**R.R. CROSSING PROTECTION:** **EXISTING:** N/A **PROPOSED:** N/A

**RAILROAD CROSSING PROPOSED IMPROVEMENT:** N/A

**SIDEWALKS:** **EXISTING:** None **PROPOSED:** None

**PARKING:** **EXISTING:** None **PROPOSED:** None

**INTERSECTIONS: SIGNALS TO BE INSTALLED OR MODERNIZED?**

New signals at IL 251

**LIGHTING:** **EXISTING:** **PROPOSED:**

**METHODS OF HANDLING TRAFFIC:**

The road work will be constructed under traffic using the applicable traffic control standards for maintaining one lane open to traffic in each direction at all times.

**THE GUIDELINES OF THE FOLLOWING CHAPTERS OF THE BDE MANUAL (REVISED DECEMBER 2002) HAVE BEEN USED IN DEVELOPING THIS PROJECT:**

| | |
|---|---|
| CHAPTER 31 | BASIC DESIGN CONTROLS |
| CHAPTER 32 | HORIZONTAL ALIGNMENT |
| CHAPTER 33 | VERTICAL ALIGNMENT |
| CHAPTER 34 | CROSS SECTION ELEMENTS |
| CHAPTER 35 | ACCESS CONTROL/ACCESS MANAGEMENT |
| CHAPTER 36 | INTERSECTIONS |
| CHAPTER 38 | ROADSIDE SAFETY |
| CHAPTER 39 | STRUCTURE PLANNING/GEOMETRICS |
| CHAPTER 48 | URBAN HIGHWAYS AND STREETS (New Construction/Reconstruction) |
| CHAPTER 55 | WORK ZONE TRAFFIC CONTROL |

**ARE THERE ANY DEVIATIONS FROM THIS POLICY?** NO

## BRIDGE FACT SHEET

## STRUCTURE REPLACEMENT ON EXISTING ALIGNMENT

**ROUTE:** FAI 80 (I-80)
**SECTION:** (50-2)HBK & I-3
**COUNTY:** LaSalle

**SN:** 050-0077 (SB)
050-0078 (NB)

**HIGHWAY CLASSIFICATION:** Minor Urban Arterial

**PROJECT FUNDING:** Interstate Maintenance

**CURRENT ADT (YEAR):**

| | ADT | PC | SU | MU |
|---|---|---|---|---|
| 050-0077: | 6400(2000) | 89.0% | 4.7% | 6.3% |
| 050-0078: | 6100(2000) | 89.2% | 5.0% | 5.8% |

**ANTICIPATED CONSTRUCTION ADT (YEAR):** SB – 1287 (2008-DHV)
NB – 1121 (2008-DHV)

**FEATURE CROSSED:** FAI Route 80 (I-80)

**SURROUNDING LAND USE:** Commercial

**APPROACH ROADWAY:**

| | EXISTING | PROPOSED |
|---|---|---|
| ROADWAY WIDTH | 40 ft. f-f of guardrail | 90 ft. f-f of curb |
| PAVEMENT WIDTH | 2 @ 24 ft. | 2 @ 26 ft. |
| SHOULDER WIDTH | Outside 10 ft.<br>Med. Width 40 ft. | CCC&G<br>Med. Width 34 ft. |
| SHOULDER TYPE | Bituminous | B-6.24 CCC&G |

**STRUCTURE:**

| | EXISTING | PROPOSED |
|---|---|---|
| | Dual Structures | Single Structure |
| ROADWAY WIDTH | 30 ft. f-f of walk | Structure Clear Width - 88 ft |
| PAVEMENT WIDTH | 24 ft. | 78 ft.<br>10 ft. median |
| SHOULDER WIDTH | 3 ft. | 3 ft. |
| SHOULDER TYPE | Bit over Conc. | Conc. |

**HORIZONTAL CLEAR DISTANCE EXISTING:** 2 - 30' f-f **PROPOSED:** 1 - 88 ft

**CLEAR ZONE:** 1.5 ft. from face of curb.

**DESIGN SPEED:** 45 mph **POSTED SPEED:** 45 mph

**SIDEWALKS REQUIREMENTS:** None

**IS EXISTING HORIZONTAL ALIGNMENT ADEQUATE?:**

Yes. Bridge on tangent section.

**IS EXISTING VERTICAL ALIGNMENT ADEQUATE?:**

Yes. However, new vertical curves have been developed and are tabulated in a table in Appendix A.

**ANY ACCIDENT PROBLEMS ADJACENT TO BRIDGE?**

LaSalle/May Road, located approximately 300' north of the IL 251/I-80 interchange, is designated as a high accident location.

**IS PROPOSED BRIDGE WIDTH AND ALIGNMENT COMPATIBLE WITH EXISTING AND PROPOSED BRIDGES WITHIN ADJACENT ROADWAY SECTIONS FOR LOGICAL LENGTHS?**

Yes.

**HYDRAULIC INFORMATION*** N/A – Bridge crosses over I-80.

**ARE THERE ANY RECORDS OF FLOODING?**

No. See Appendix A for correspondence from Bureau of Operations.

**ANY CHANNEL CHANGE INVOLVED?** No.

**ANY WETLANDS INVOLVED?** No.

**HAS BRIDGE OFFICE CONCURRED IN BRIDGE CONDITION REPORT?**

Yes. See Bridge Condition Report Approval Memo in Appendix D.

**HAS DISTRICT BRIDGE ENGINEER MADE A RECENT FIELD INSPECTION OF THE STRUCTURE?**

See Appendix D for bridge inspection sheets.

**COMMENTS ON DISTRICT BRIDGE ENGINEER'S FIELD CHECK:**

See Appendix D for bridge inspection sheets.

**ANY HISTORIC SITES ADJACENT TO BRIDGE?:** No.

## METHOD OF HANDLING TRAFFIC:

The bridge work will be constructed under traffic using the applicable traffic control standards for maintaining one lane open to traffic in each direction at all times.

**THE GUIDELINES OF THE BDE MANUAL CHAPTER 39 ENTITLED, "Structure Planning/Geometrics", (REVISED DECEMBER 2002), HAVE BEEN USED IN DEVELOPING THIS PROJECT.**

**ARE THERE ANY DEVIATIONS FROM THIS POLICY:** No.

SPECIAL ENVIRONMENTAL STUDIES, ANALYSES AND REPORTS

A. **SECTION 4(f) EVALUATION/DETERMINATION** — A ☐ N/A ☒

Required for federally-funded projects which would use land from a publicly-owned park, recreation area, wildlife and waterfowl refuge, or any land from a historic site that is on or eligible for inclusion on the National Register of Historic Places.

*This project requires 1 98 acres of right-of-way and 0 25 acres of temporary easements This project will not use land from a publicly-owned park, recreation area, wildlife and waterfowl refuge, or any land from a historic site that is on or eligible for inclusion on the National Register of Historic Places Therefore, a 4(f) determination is not required.*

B. **SECTION 6(f) CONVERSION REQUESTS** — A ☐ N/A ☒

Required for projects which would use lands from a public outdoor recreation area which has Land and Water Conservation (LAWCON) funds involved in its purchase or development.

*This project requires 1 98 acres of right-of-way and 0.25 acres of temporary easements This project will not use lands from a public outdoor recreation area which has Land and Water Conservation (LAWCON) funds involved in its purchase or development. Therefore, a section 6(f) determination is not required*

C. **OPEN SPACE LAND ACQUISITION AND DEVELOPMENT (OSLAD) CONVERSION REQUEST** — A ☐ N/A ☒

Required for projects which would use lands that have OSLAD funds involved in their purchase or development. The possible involvement would be acquisition of land from parks, recreation areas, or wildlife and waterfowl refuges.

*This project requires 1.98 acres of right-of-way and 0 25 acres of temporary easements. This project will not use lands that have OSLAD funds involved in their purchase or development There is no possible involvement in any land from parks, recreation areas, or wildlife and waterfowl refuges. Therefore, a request for conversion of OSLAND properties in not required*

D. **SECTION 106 REPORTS - HISTORIC BRIDGES, DISTRICTS AND BUILDINGS** — A ☐ N/A ☒

Required for federally-funded projects requiring right-of-way or easements (temporary or permanent) from or otherwise affecting properties on or eligible for inclusion on the National Register of Historic Places, located within a historic district or designated by local ordinance.

*This project requires 1.98 acres of right-of-way and 0.25 acres of temporary easements. This project will not acquire any right-of way or easements (temporary or permanent) from or otherwise affecting properties on or eligible for inclusion on the National Register of Historic Places, located within a historic district or designated by Local*

*Ordinance Therefore, a section 106 report is not required See Appendix B for the cultural resource clearance*

E. **TRAFFIC NOISE ANALYSIS** — A ☐ N/A ☒

Required for projects which involve:
Type I - the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes
Type II - noise abatement projects on an existing highway.

*A Traffic Noise Analysis is not required. See Appendix C - Scope of Discussion for the April 14, 2005 Coordination Meeting.*

F. **CONSTRUCTION NOISE ANALYSIS** — A ☒ N/A ☐

Required for all projects.

*Construction noise will be minimized by adhering to Article 107 35 of the Standard Specifications for Road and Bridge Construction*

G. **ENERGY ANALYSIS** — A ☐ N/A ☒

Required for all projects for which an ECAD, Environmental Assessment or Environmental Impact Statement is required.

*This project does not require the above captioned studies. Therefore, an energy analysis is not required.*

H. **FLOOD PLAIN STUDY** — A ☐ N/A ☒

Required for federally-funded/regulated projects which entail encroachments or which would otherwise affect base flood plains. (See BDE Manual, Section 26-7.)

*The August 6, 1982 Map 170400 0009B does not show the project limits within a flood plain Therefore, a flood plain study is not required.*

I **WETLAND STUDY** — A ☐ N/A ☒

Required for federally funded/regulated projects that entail new construction in wetlands or that otherwise would have an effect on wetlands.

*Because the proposed work involves land acquisition, an environmental survey request was submitted as required. The resulting biological resource studies located a wetland just East of Menard's The project will not have any impact to these wetlands See the Wetland Impact Evaluation form in Appendix C*

J. **AIR QUALITY STUDY – Carbon Monoxide Screen for Intersection Modeling (COSIM).** See BDE Procedure Memorandum 37-03 2/05 — A ☒ N/A ☐

a. Projects That Do Not Add Through Lanes, Auxiliary Turning Lanes or Proposed Signalized Intersections ☐

*In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects", this project is exempted from a project-level carbon monoxide air quality analysis because it does not add through lanes or auxiliary turning lanes.* 2/05

b. Projects Involving No Sensitive Receptors ☐
For projects that will add through lanes or auxiliary turning lanes but that have no "sensitive" receptors within 1000 feet of any intersection. 2/05

c. Projects Subject to COSIM Pre-Screen ☐
For projects that will add through lanes or auxiliary turning lanes.

*A Pre-Screen analysis was completed for the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for CO of 9.0 ppm which is necessary to protect the public health and welfare.* 2/05

d. Projects Subject to COSIM Screening Analysis ☒
If the project "fails" the Pre-screen, complete a COSIM screening analysis.

*The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM). The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standards for CO. CO concentrations for the worst case receptor (i.e., residence) located [Motel NW Quadrant] (see Air Quality Analysis in Appendix C) were as follows.*

*Existing ([2005]) – 3.6 ppm, Build – Time of Completion (TOC) ([2008]) – 3.6 ppm, TOC + 10 years ([2018]) – 3.6 ppm, and Design Year ([2028]) – 3.6 ppm; No Action – 3.5 ppm in [TOC year], 3.4 ppm in [TOC + 10 year], and 3.6 ppm in [Design Year]*
2/05

e. Projects Subject to Detailed Project-Level CO Analysis ☐
If the project "fails" the COSIM screening analysis (i.e., that it has potential for contributing to a violation of the NAAQS for CO), a detailed project-level CO analysis should be performed and documented. The results should be documented as described below.

*A Carbon Monoxide* (CO) *analysis was completed for the worst case receptor (i.e., residence) located* [ _____] *(see Exhibit*[ _____]). *Calculated*CO *concentrations were as follows:*
*Existing ([year])* ____ *ppm; Build - Time of Completion(TOC) ([year])* - ____ *ppm, TOC+* 10 *years ([year] )-* ___ *ppm, and Design Year ([year])* - ___ *ppm; No Action -* ___ *ppm in [TOC year],* ___ *ppm in [TOC +* 10 *year], and* ___ *ppm in [Design Year].* 2/05

K. **ECOLOGICAL SURVEY AND ASSESSMENT** A ☒ N/A ☐
Required for all projects which would involve acquisition of additional right-of-way or easements (temporary or permanent), tree removal, require a drainage structure run-around or any in-stream work, require an individual 404 permit, or would involve proposed access control revisions for certain freeways on the State highway system. Initiated through Environmental Survey Request submittal to BDE.

*The project requires 1.98 acres of right of way. An ecological survey was submitted as required. See Appendix C for the biological resource clearance*

L. **CULTURAL RESOURCE (ARCHAEOLOGICAL, ARCHITECTURAL AND HISTORICAL) SURVEY AND ASSESSMENT** A ☒ N/A ☐
Required for all projects which would involve acquisition of additional right-of-way or easements (temporary or permanent), and/or would require work on a historic bridge, building or district. Initiated through Environmental Survey Request submittal to BDE.

*This project requires 1.98 acres of right of way. This project does not impact a historic bridge, building, or district. See Appendix C for the cultural resource clearance*

M. **AGRICULTURAL STUDIES (IDOA)** A ☐ N/A ☒
Required for all State highway and bridge projects which are funded in whole or in part with State funds and which require additional right-of-way outside any corporate limits where either or both of the following conditions exist:

1. The additional right of way exceeds 0.75 hectares per kilometers (3 acres per mile) (total acquisition divided by project length) or, 4.0 hectares (10 acres) total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations.
2. The proposed improvement includes one or more alternate

alignments in which the proposed right-of-way diverges from, and is not contiguous to, the existing right-of -way.
See BDE Manual, Section 26-10.

*The project is within the corporate limits of Peru.*

*This project requires 1 98 acres of right-of-way and 0 25 acres of temporary easements which do not exceed the three acres per mile threshold Therefore, coordination with the captioned agency is not required.*

N. **FORM AD 1006 (AGRICULTURAL - NATURAL RESOURCE CONSERVATION SERVICE** — A ☐ N/A ☒

Required for all Federally funded projects which require additional right-of-way outside any corporate limits in which the proposed acquisition exceeds 0 75 hectares per kilometers (3 acres per mile) (total acquisition divided by project length) or total acquisition for spot improvements exceeds 4 0 hectares (10 acres) (includes bridges, intersections, rest areas, and w eigh stations).
See BDE Manual, Section 26-10.

*The project is within the corporate limits of Peru.*

*This project requires 1 98 acres of right-of-way and 0 25 acres of temporary easements which to not exceed the three acres per mile threshold Therefore, coordination with the captioned agency is not required*

O. **RECYCLING ANALYSIS/FEASIBILITY DISCUSSION** — A ☒ N/A ☐

Required for all projects.

*Bituminous cold milling is a part of this project. Therefore recycling of the material into the new resurfacing mixtures is a possibility The contractor will have the opportunity to submit bituminous mix designs which use RAP materials, this recycling the old materials back into the new bituminous overlays*

*Additionally, other excess materials which may be generated during the construction of this project can be reclaimed should the contractor deem that they have an economic w orth*

P. **TRAFFIC MAINTENANCE REPORT** — A ☒ N/A ☐

Required for all projects.

See Appendix A for Traffic Management Analyses.

Q. **BRIDGE CONDITION REPORT** — A ☒ N/A ☐

Required for all bridge work.

*According to the preliminary TS&L the two bridges on IL 251 crossing I-80 will be removed and replaced with single three span structure See Appendix D for approval of Bridge Condition Report and T S&L.*

| | | A | N/A |
|---|---|---|---|
| R. | **STRUCTURAL INVENTORY AND APPRAISAL SHEET FOR BRIDGES**<br>Required for projects to be funded with HBRRP Funds. | ☐ | ☒ |
| | *This project is funded with interstate maintenance funds and the captioned sheets are not required. However, the sheets are included in Appendix D as part of the documentation for the two existing structures located within the project limits.* | | |
| S. | **ACCIDENT DATA AND ANALYSIS**<br>Required for all projects. (to include wet weather cluster sites). | ☒ | ☐ |
| | *See Appendix A for the tabulation of accidents within the project limits.* | | |
| T. | **GEOTECHNICAL REPORTS**<br>Required for projects on new alignment or new pavement over 3,000 square yards. A Structure Geotechnical Report (SGR) is required for all structures requiring new foundations, such as box culverts, bridges or retaining walls. | ☒ | ☐ |
| | *Geotechnical Report will be required for the roadway because the project has more then 3,000 square yards of pavement. This separate report will be completed by the District Geotechnical Engineer.* | | |
| | *Structure Geotechnical Report will be required for the new structure over I-80.* | | |
| U | **SPECIAL WASTE ASSESSMENT**<br>Required for all projects. (See BDE Manual, Section 27-2, for Special Waste Procedures) | ☒ | ☐ |
| | a. SWA Screen / Survey Request Form screening criteria resulted in a finding that the project has no potential for involving sites potentially impacted with regulated substances. Include a signed copy of the SWA Screen Survey Form. | ☐ | |
| | b. The Preliminary Environmental Site Assessment (PESA) resulted in a finding that the project is "no risk" or "low risk" for involvement with sites impacted with regulated substances. Include a copy of the BDE memo documenting this finding. | ☐ | |
| | c. The PESA resulted in a finding that the project is "moderate risk" or "high risk" for involvement with sites impacted by regulated substances, and the district has determined it can avoid the site. Include a memo from the BDE transmitting the PESA report and the district's avoidance determination, documented on the PESA Response form. | ☐ | |
| | d. The PESA resulted in a finding that the project is "moderate risk" or "high risk" for involvement with sites potentially | ☒ | |

impacted with regulated substances and the district cannot avoid the site(s). Further investigations (Preliminary Site Investigation) or assessments (for Risk Managed Projects) have been conducted to determine the nature and extent of the involvement. (When the proposed project is on existing alignment or involves a single alignment alternative, the district may request design approval prior to receiving results of the PSI. The district may not acquire any contaminated parcel until the PSI, and other studies if needed, are completed. The district's transmittal memo must indicate the project is on existing alignment or involves only a single alignment alternative and that acquisition of any contaminated parcel will not proceed until further studies are completed.)

*See Appendix C for the PESA review and PESA response*

e. The sites involved with the project are potentially impacted with regulated substances, Underground Storage Tanks (USTs), or Leaking Underground Storage Tanks (LUSTs) and the BDE Special Waste Unit has waived waiting for the results of further investigations prior to design approval. The waiver may be requested on the basis of the final PESA or the PSI report. (Waiver will not be granted if the district proposes to acquire the USTs/LUSTs or the entire property containing the USTs/LUSTs.) The report must include a copy of the waiver from the BDE Special Waste Unit. ☐

V. **HANDICAP ACCESSIBILITY** — A ☒ N/A ☐

Required for all projects that are in an urban section.

*This project is being built with an urban type cross section. Discussion was held at a September 29, 2003 meeting with personnel representing City of Peru and Illinois Department of Transportation. The decision was reached at this meeting to not build sidewalks. See Appendix C for meeting minutes*

W. **TREE PRESERVATION AND REPLACEMENT** — A ☒ N/A ☐

Required for all projects. (See Departmental Policy D&E-18)

*There are approximately 750 trees to be removed by this project: approximately 332 trees less then 6", approximately 335 trees between 6 and 15", and approximately 83 trees greater then 15".*

*See the tree removal schedule in Appendix A*

*Suitable locations are available within the project limits to replace trees removed by this improvement.*

COORDINATION

| | | A | N/A |
|---|---|---|---|
| A. | **FHWA** | ☒ | ☐ |

Categorical Exclusion, for documentation purposes ☒
Environmental Assessment, for review, releasing for public review and adoption (FONSI) ☐
Environmental Impact Statement, for review, releasing for comment, adoption and Record of Decision ☐

*This project received concurrence on the pro ject scope on 10/18/2002. And processing as a Group II categorical exclusion on 4/14/2005. See Appendix C for the coordination meeting minutes*

| | | A | N/A |
|---|---|---|---|
| B. | **ILLINOIS DEPARTMENT OF NATURAL RESOURCES** | ☐ | ☒ |

For projects involving in-stream work, wetlands or other habitat disturbances, natural areas, Section 4(f) or 6(f) land involvement's, or impacts to State threatened or endangered species. Initial coordination handled by BDE Environment Section. (Threatened and Endangered Species Sign-off will expire after three years.)

*This project requires 1.98 acres of right-of-way and 0.25 acres of temporary easements. An ecological survey was submitted as required. See Appendix C for the biological clearance. By agreement no coordination with IDNR is required at this time.*

| | | A | N/A |
|---|---|---|---|
| C. | **STATE HISTORIC PRESERVATION OFFICER** | ☒ | ☐ |

Sign-off required for all projects requiring additional right-of-way or easements (permanent or temporary), previously undisturbed existing right-of-way, work within a designated historic district, building, or bridge widening, replacement or rehabilitation. All coordination handled by BDE Environment Section.

*Clearance 9/03/2004*

*This project requires 1.98 acres of right-of-way and 0.25 acres of temporary easements. Therefore, a cultural survey was submitted as required. See Appendix C for the State Historic Preservation Officer Concurrence.*

| | | A | N/A |
|---|---|---|---|
| D. | **ILLINOIS DEPARTMENT OF AGRICULTURE** | ☐ | ☒ |

For all State highway and bridge projects which are funded in whole or in part with State funds and which require additional right-of-way outside any corporate limits and which involve either or both of the following conditions:

1. The additional right-of-way exceeds 0.75 hectares per kilometers (3 acres per mile) (total acquisition divided by project length) or, 4.0 hectares (10 acres) total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations.
2. The proposed improvement includes one or more alternate alignments in which the proposed right-of-way diverges from, and is not contiguous to the existing right-of-way.

COORDINATION

See BDE Manual, Section 26-10.

*The project is within the corporate limits of Peru*

*This project requires 1 98 acres of right-of-way and 0 25 acres of temporary easements which do not exceed the 3 acres per mile threshold for coordination with the captioned agency. Therefore, coordination with the captioned agency is not required.*

E. **U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCE CONSERVATION SERVICE** — A ☐ N/A ☒

Required for all Federally funded projects which require additional right-of-way outside any corporate limits in which the proposed acquisition exceeds 0 75 hectares per kilometers (3 acres per mile) (total acquisition divided by project length) or total acquisition for spot improvements exceeds 4.0 hectares (10 acres) (includes bridges, intersections, rest areas, and weigh stations).

*The project is within the corporate limits of Peru*

*This project requires 1 98 acres of right-of-way and 0.25 acres of temporary easements which do not exceed the 3 acres per mile threshold for coordination with the captioned agency. Therefore, coordination with the captioned agency is not required.*

F. **ILLINOIS ENVIRONMENTAL PROTECTION AGENCY** — A ☐ N/A ☒

For all projects in which impacts are identified by a traffic noise analysis in a separate Noise Technical Report. (Impacts occur when the predicted traffic noise levels approach or exceed the noise abatement criteria, or when the predicted traffic noise levels substantially exceed the existing noise levels.) Issues Section 401 Water Quality Certification on Section 404 Permits.

*A Traffic Noise Analysis is not required. See Appendix C - Scope of Discussion for the April 14, 2005 Coordination Meeting.*

G. **CLEARINGHOUSE (A-95)** — A ☒ N/A ☐

Design Stage — Local ☐ State ☒

SAI No. _____

*This project includes 1.98 acres of right of way acquisition. Therefore Clearhouse (A-95) will be applied for in Phase 2.*

Design Stage submittals are required for the following federally-funded projects:

a. When upgrading an existing facility or providing new access to an area, in effect consisting of more than rehabilitation or modernization.
b. Change the use, scale or intensity of use of existing facilities.
c. Requires additional right-of-way or permanent easement.

COORDINATION

Examples:
projects on new alignment.
addition of through lanes.
addition of interchanges to existing freeways.
involvement of 4(f), 404 permits, or historic properties.
bridge replacement, bridge pier or substructure work.

H. **U.S. DEPARTMENT OF INTERIOR, OFFICE OF THE SECRETARY** — A ☐ N/A ☒

Required for all projects involving impacts to Section 4(f) or 6(f) lands.

*The proposed project does not impact any Section 4(f) or Section 6(f) properties. Therefore, coordination with the captioned agency is not required for this project.*

I. **U.S. DEPARTMENT OF INTERIOR, FISH AND WILDLIFE SERVICE** — A ☐ N/A ☒

Required for projects involving in-stream work, wetlands, other significant habitat disturbances, Section 4(f) or 6(f) land involvement's, or impacts to Federal threatened or endangered species.

*Wetlands were located in the southeast quadrant (East of Menard's). There will be no impacts to these wetlands, nor any natural areas or threatened/endangered species.*

*See Appendix C for the Biological Resource Clearance. By agreement no coordination with the U.S. Fish and Wildlife Service is required at this time.*

J. **U.S. DEPARTMENT OF INTERIOR, NATIONAL PARK SERVICE** — A ☐ N/A ☒

Required for projects which would affect significant free flowing rivers as identified by the nationwide inventory of potential wild and scenic, and recreational river areas within the nation or which are components of the National Wild and Scenic Rivers System. The NPS is responsible for administering the national parks, monuments and parkways and national historic and archaeological programs.

*The proposed project does not impact any free flowing rivers as identified by the nationwide inventory of potential wild and scenic, and recreational river areas within the nation or which are components of the national Wild and Scenic Rivers System. Therefore, coordination with the captioned agency is not required for this project.*

K. **U.S. DEPARTMENT OF THE ARMY, CORPS OF ENGINEERS** — A ☐ N/A ☒

Required for any project involving discharges of dredged or fill material into the waters of the United States to determine what type of permit is required (i.e., individual or nationwide). Also required for any structures or work in or affecting navigable waters of the United States to determine if a Section 10 permit is required.

L. **ILLINOIS DIVISION OF AERONAUTICS** — A ☒ N/A ☐

Required for highway and bridge projects within 3.2 kilometers (2 miles) of public airports, 1.6 kilometers (1 mile) of privately-owned airports and 0.80 kilometers (1/2 mile) of restricted landing strips.

*An airport exists within two miles of the project and coordination with the Illinois Division of Aeronautics is required. However, the project will not permanently impact the airport. Since, there are existing obstructions to flight operations, which include power lines, buildings, water tower, and overhead structures. Coordination with the Illinois Division of Aeronautics will be completed during Phase II Development of the contract plans. The FAA forms are partially filled out and have been put in the design file.*

*Identified public airports within the two-mile radius include:*
*Illinois Valley Regional Airport*
*Plank Road & Route 80*
*Peru, IL 61354*
*(815) 223-8441*

M. **FEDERAL AVIATION ADMINISTRATION** — A ☒ N/A ☐

Required for highway and bridge projects affecting airports that are publicly owned.

*An airport exists within two miles of the project and coordination with the Federal Aviation Administration is required. However, the project will not permanently impact the airport. Since, there are existing obstructions to flight operations, which include power lines, buildings, water tower, and overhead structures. Coordination with the Federal Aviation Administration will be completed during Phase II Development of the contract plans. The FAA forms are partially filled out and have been put in the design file.*

*Identified public airports within the two-mile radius include:*
*Illinois Valley Regional Airport*
*Plank Road & Route 80*
*Peru, IL 61354*
*(815) 223-8441*

N. **RAILROAD** — A ☐ N/A ☒

Required for projects involving a railroad crossing.

*There are no railroad crossings within the project limits. Therefore railroad coordination is not required.*

O. **OTHER COORDINATION** — A ☒ N/A ☐

Village, City and County, Bureau of Bridges and Structures, Other government agencies which have jurisdiction by law, regarding a project issue.

*See Appendix C for coordination with the City of Peru.*

P. **MAILBOX SUPPORTS** — A ☒ N/A ☐

Required for all projects.

*See Appendix A for Mail Box Support correspondence.*

| | | A | N/A |
|---|---|---|---|
| Q. | **DRAINAGE DISTRICTS INVOLVED**<br>Required for all projects involving in-stream work. | ☐ | ☒ |

*No active drainage district located in project area See Appendix A for coordination.*

| | | A | N/A |
|---|---|---|---|
| R. | **ACCOMMODATIONS FOR BICYCLES**<br>Required for all projects. (See BDE Manual Chapter 17.) | ☒ | ☐ |

I-80: Bicycles not allowed on I-80.
IL 251 – Illinois Route 251 will be constructed as a 4-lane road and the right driving lane will be paved 14 feet wide. The right driving lane on the bridge will be constructed 15 feet wide. Therefore, the proposed structure and the approach roadway will accommodate bicycles in accordance with Chapter 17 of the BDE Manual.

*See bicycle coordination letters in Appendix C.*

PERMITS

A. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION PERMIT** — A ☒ N/A ☐

Required for construction activities involving clearing, grading and excavation activities that will result in the disturbance of 1.0 or more hectares of total land area. Accordingly, the project will require a Storm water Pollution Prevention plan (SWPP), a contractors certification statement and the submittal of a Notice of Intent (NOI) to the Illinois Environmental Protection Agency.

*The proposed work includes clearing, grading and excavation activities that will result in the disturbance of 1 or more acres of total land area. Therefore, a NPDES permit will be required for this project and it will be applied for in Phase 2.*

B. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) POINT - SOURCE PERMIT** — A ☐ N/A ☒

Required for all point-source discharges (other than those addressed by the 404 Permit) into the Nation's Waters (e.g. for rest areas). IEPA will make determination if question of applicability arises.

*This project does not include any point source discharges which would require this permit*

C. **SECTION 404 PERMIT** — A ☐ N/A ☒

Required for any discharge of dredged or fill material into waters of the United States, including wetlands. To be applied for in Phase II.

Type

- Individual
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of an individual permit.
- General (Regional or Nationwide)
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of a nationwide permit subject to conditions and management practices for the work and these conditions and management practices can be met.

*This project does not include in stream work. Therefore, a Section 404 Permit is not required.*

D. **SECTION 10 PERMIT** — A ☐ N/A ☒

To be obtained from the Corps of Engineers authorizing certain structures or work other than bridges or causeways in or affecting navigable waters of the United States. (Often handled simultaneously with 404 permit.)

*This project does not affect any of the navigable waters of the United States. Therefore, Section 10 permit coordination with the captioned agency is not required*

E. **SECTION 9 PERMIT** — A N/A

PERMITS

To be obtained from the U.S. Coast Guard for the construction, modification, replacement or removal of bridges or causeways affecting navigable waters of the United States. Applied for by Bureau of Bridges and Structures. ☐ ☒

*This project does not affect any of the navigable waters of the United States. Therefore, Section 9 permit coordination with the captioned agency is not required*

F. **IEPA WATER QUALITY CERTIFICATION** A ☐ N/A ☒

Required whenever a Federal license or permit is applied for to conduct any activity that may result in a discharge of a pollutant into waters of the United States. Issues Section 401 Water Quality Certification on Section 404 Permits.

*The proposed project does not entail in-stream work. Therefore, this permit is not required*

G. **CONSTRUCTION IN FLOODWAYS OF RIVERS, LAKES AND STREAMS - DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** A ☐ N/A ☒

Required for construction in the floodway of identified streams serving a tributary area of 259 hectares (640 acres) or more (urban) or 2590 hectares (6400 acres) or more (rural). Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers or other construction within the floodplains of applicable streams and rivers).

- By District if no structure is involved.

*The project does not include construction in floodways of rivers, lakes, and streams. Therefore, this permit is not required*

H. **REGULATION OF PUBLIC WATERS, ILLINOIS DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** A ☐ N/A ☒

Required for construction in rivers, lakes, streams and waterways considered public waters. Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers, or other construction affecting public waters).

*The project does not include construction in floodways of rivers, lakes, and streams. Therefore, this permit is not required*

REVISED 7-8-99

PERMITS

A. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION PERMIT** — A ☒ N/A ☐

Required for construction activities involving clearing, grading and excavation activities that will result in the disturbance of 1.0 or more hectares of total land area. Accordingly, the project will require a Storm water Pollution Prevention plan (SWPP), a contractors certification statement and the submittal of a Notice of Intent (NOI) to the Illinois Environmental Protection Agency.

*The proposed work includes clearing, grading and excavation activities that will result in the disturbance of 1 or more acres of total land area. Therefore, a NPDES permit will be required for this project and it will be applied for in Phase 2.*

B. **SECTION 402 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) POINT - SOURCE PERMIT** — A ☐ N/A ☒

Required for all point-source discharges (other than those addressed by the 404 Permit) into the Nation's Waters (e.g. for rest areas). IEPA will make determination if question of applicability arises.

*This project does not include any point source discharges which would require this permit.*

C. **SECTION 404 PERMIT** — A ☐ N/A ☒

Required for any discharge of dredged or fill material into waters of the United States, including wetlands. To be applied for in Phase II.

Type

- Individual
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of an individual permit.
- General (Regional or Nationwide)
  To be obtained from the Corps of Engineers for any project that the Corps has determined applicability of a nationwide permit subject to conditions and management practices for the work and these conditions and management practices can be met.

*This project does not include in stream work. Therefore, a Section 404 Permit is not required.*

D. **SECTION 10 PERMIT** — A ☐ N/A ☒

To be obtained from the Corps of Engineers authorizing certain structures or work other than bridges or causeways in or affecting navigable waters of the United States. (Often handled simultaneously with 404 permit.)

*This project does not affect any of the navigable waters of the United States. Therefore, Section 10 permit coordination with the captioned agency is not required.*

E. **SECTION 9 PERMIT** — A ☐ N/A ☒

To be obtained from the U.S. Coast Guard for the construction, modification, replacement or removal of bridges or causeways affecting navigable waters of the United States. Applied for by Bureau of Bridges and Structures.

*This project does not affect any of the navigable waters of the United States. Therefore, Section 9 permit coordination with the captioned agency is not required.*

F. **IEPA WATER QUALITY CERTIFICATION** — A ☐ N/A ☒

Required whenever a Federal license or permit is applied for to conduct any activity that may result in a discharge of a pollutant into waters of the United States. Issues Section 401 Water Quality Certification on Section 404 Permits.

*The proposed project does not entail in-stream work. Therefore, this permit is not required.*

G. **CONSTRUCTION IN FLOODWAYS OF RIVERS, LAKES AND STREAMS - DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** — A ☐ N/A ☒

Required for construction in the floodway of identified streams serving a tributary area of 259 hectares (640 acres) or more (urban) or 2590 hectares (6400 acres) or more (rural). Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers or other construction within the floodplains of applicable streams and rivers).

- By District if no structure is involved.

*The project does not include construction in floodways of rivers, lakes, and streams. Therefore, this permit is not required.*

H. **REGULATION OF PUBLIC WATERS, ILLINOIS DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES** — A ☐ N/A ☒

Required for construction in rivers, lakes, streams and waterways considered public waters. Applied for by Bureau of Bridges and Structures (for bridges) or district office (for culverts, embankments, storm sewers, or other construction affecting public waters).

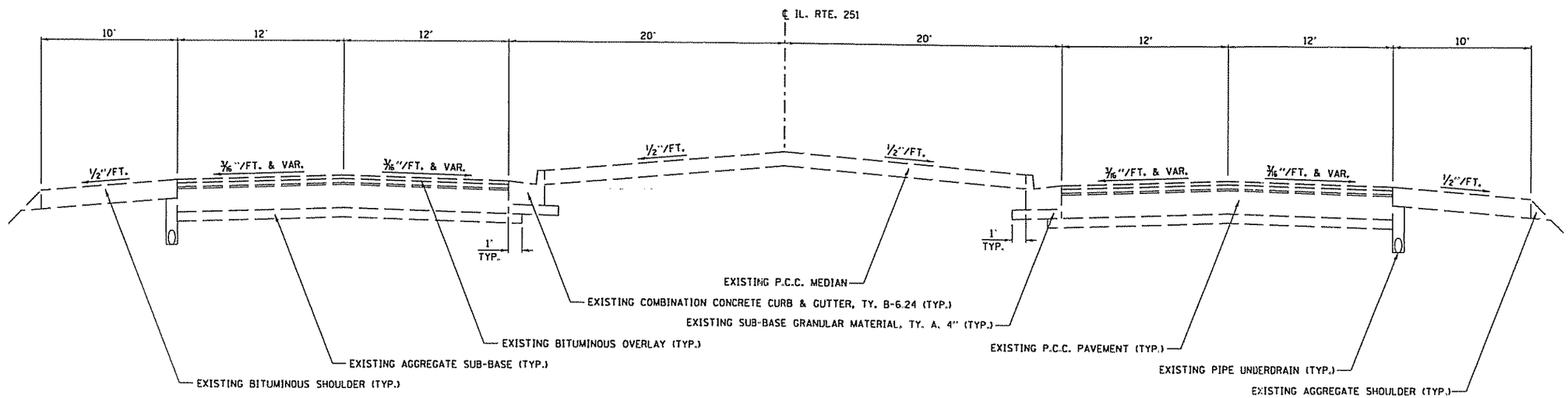
*The project does not include construction in floodways of rivers, lakes, and streams. Therefore, this permit is not required.*

REVISED 7-8-99

# APPENDIX A

- Typical Sections
  - Existing Roadway
    - IL 251
    - I-80
    - Ramps
    - May Road/LaSalle Road
  - Proposed Roadway
    - Future I-80 (For Information Only)
    - IL 251 (Between Ramps)
    - Ramps
    - May Road/LaSalle Road
  - Existing Structure
    - SN 050-0077(SB)
    - SN 050-0078(NB)
  - Proposed Structure
- Existing Plan View of the Intersection of LaSalle/May Rd. And IL 251
- Alignment Tabulation
  - Existing Horizontal Alignment
  - Proposed Horizontal Alignment
  - Existing Vertical Alignment
  - Proposed Vertical Alignment
- Traffic Management Analysis
- Accident Summary
- Drainage District Memo
- Maintenance Pavement Flooding Records
- Culvert Rehabilitation Diagram
  - I-80
  - Illinois Route 251
- Cost Estimate
- Traffic Data
- Interchange Lighting
- Hazardous Mail Box Support Survey
- Tree Survey
- Pavement Design

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

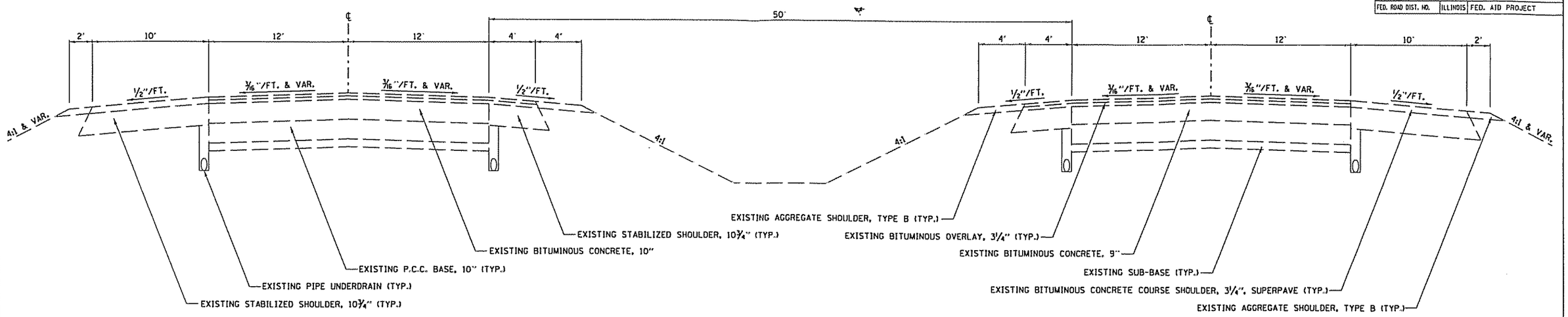



## EXISTING TYPICAL SECTION
## IL. RTE. 251

STA. 41+20.22 TO STA. 55+33.83

22007003

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

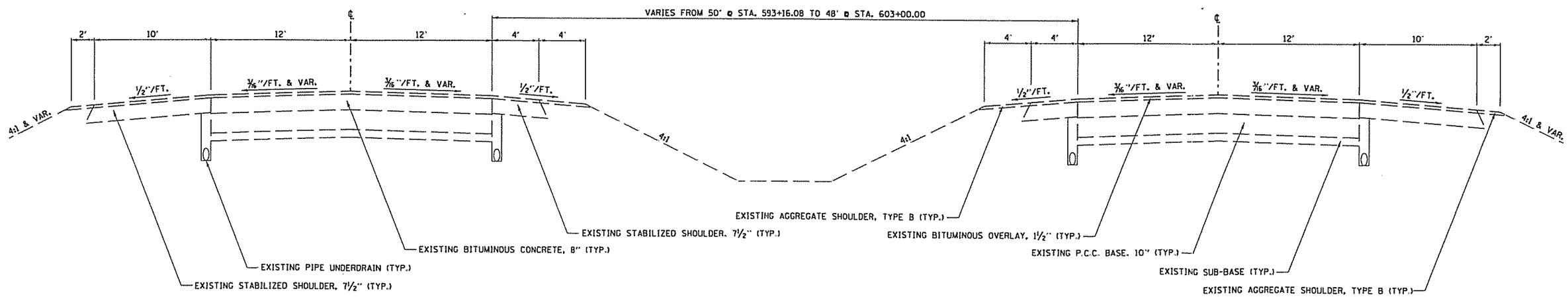



WEST BOUND

EXISTING TYPICAL SECTION
F.A.I. 80

STA. 533+50 TO STA. 590+00

EAST BOUND




WEST BOUND

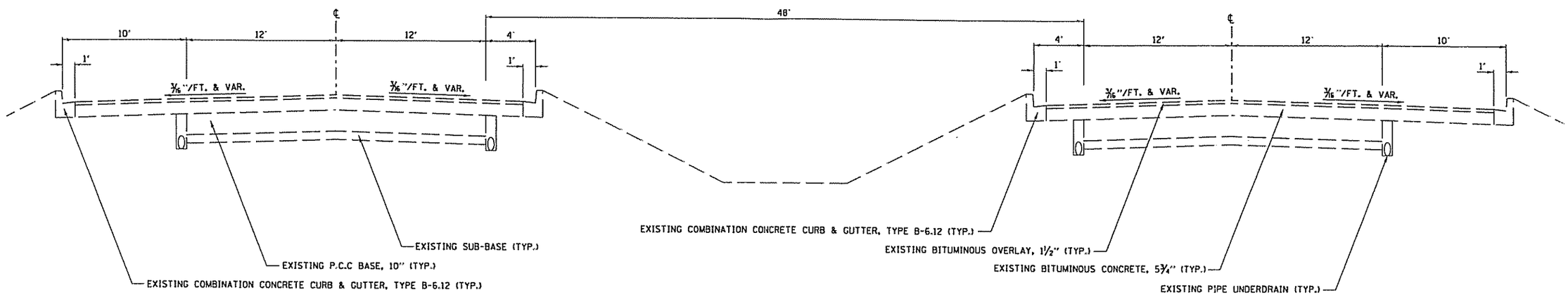
EXISTING TYPICAL SECTION
F.A.I. 80

STA. 590+00 TO STA. 606+00

EAST BOUND

2200T004

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | 150-2HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |




WEST BOUND

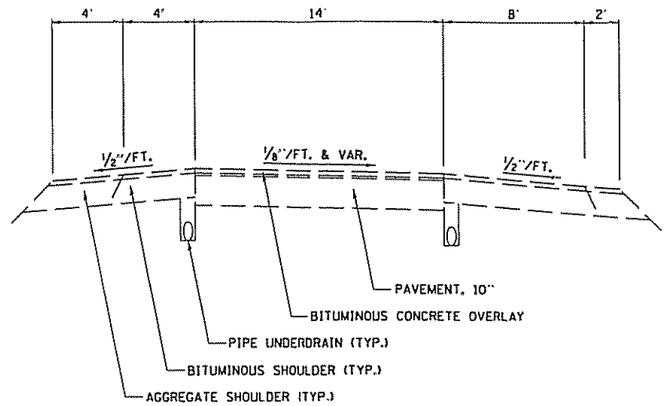
EXISTING TYPICAL SECTION
F.A.I. 80

STA. 606+00 TO STA. 612+12.03

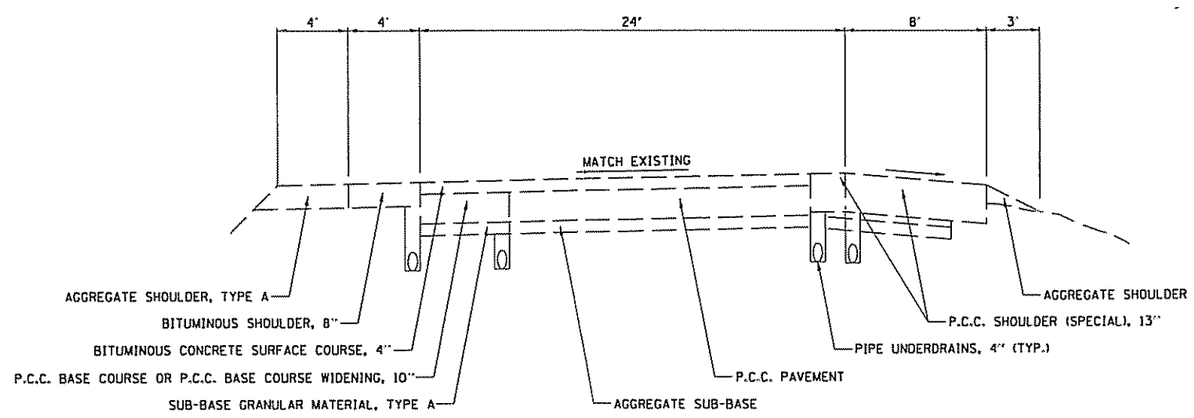
EAST BOUND

2200T005

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & 1-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

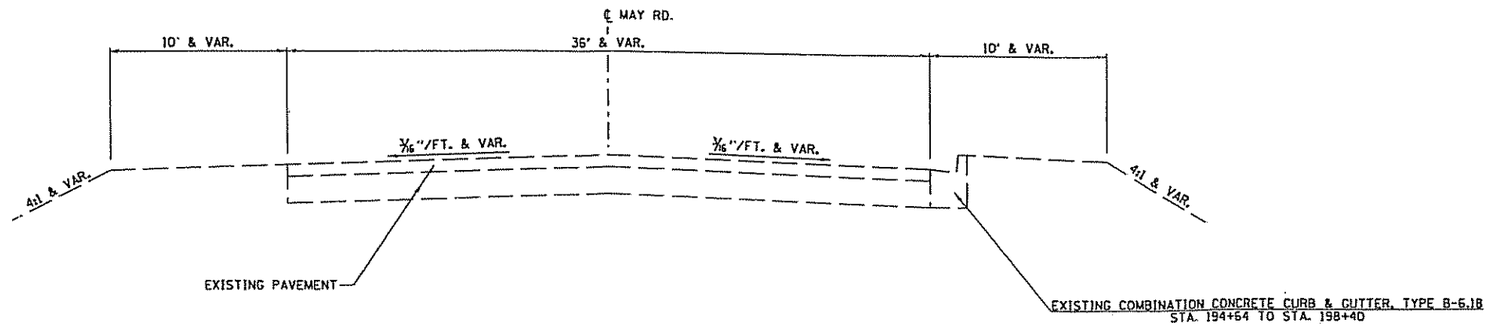



EXISTING RAMP TYPICAL SECTION



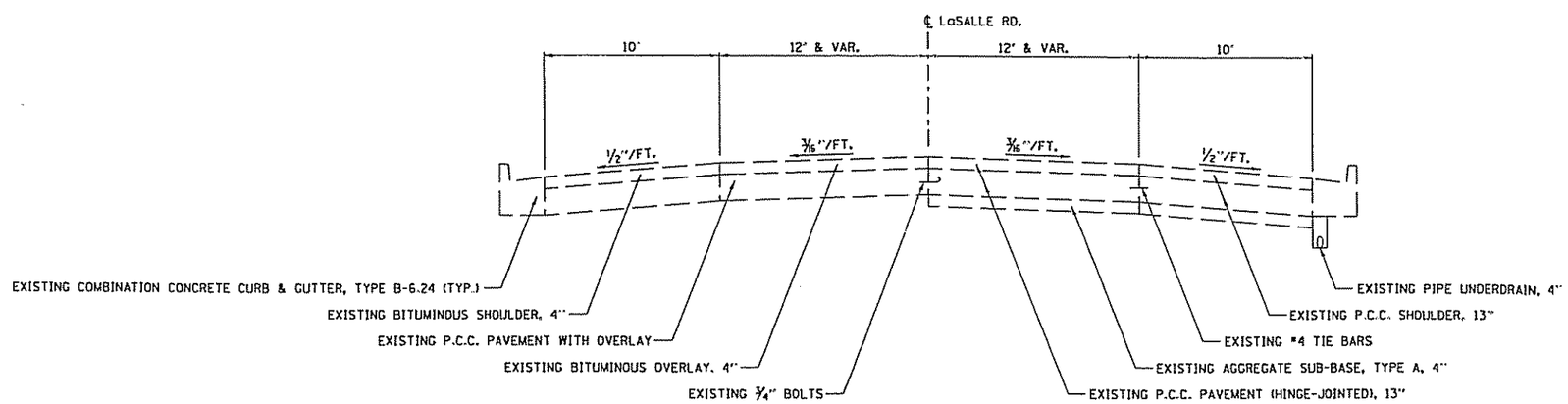

EXISTING N.E. EXIT RAMP TYPICAL SECTION

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | ISO-2HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |




## EXISTING TYPICAL SECTION
## MAY RD.

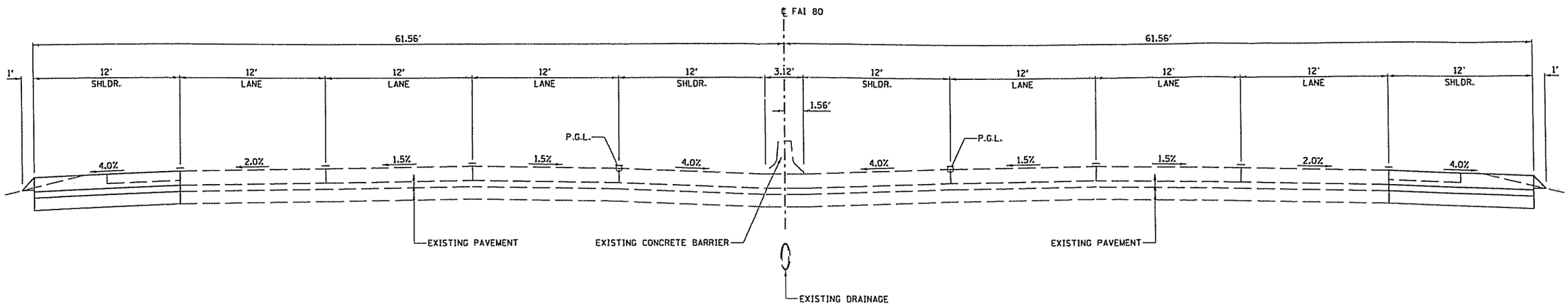
STA. 190+50 TO STA. 199+44




## EXISTING TYPICAL SECTION
## LaSALLE RD.

STA. 200+56 TO STA. 202+50

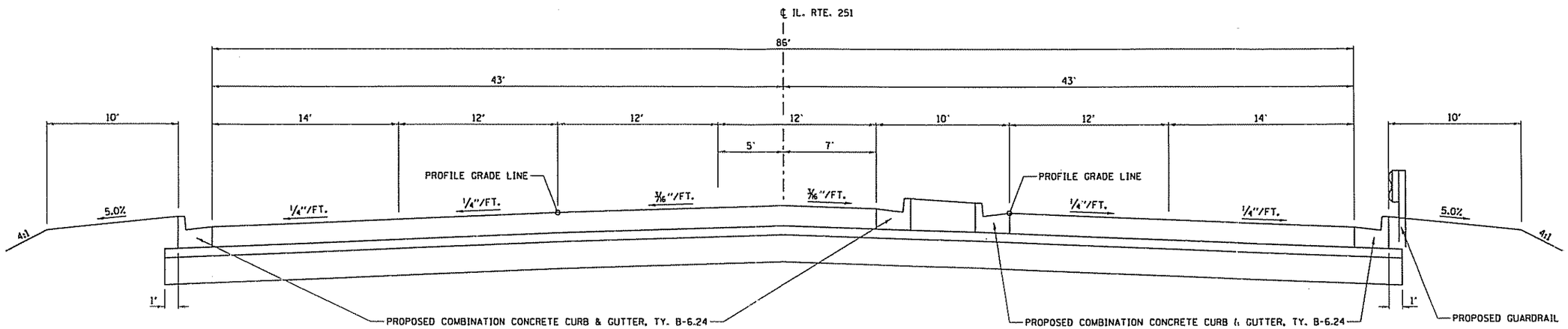
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (SD-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |




FUTURE FAI 80 6-LANE TYPICAL SECTION

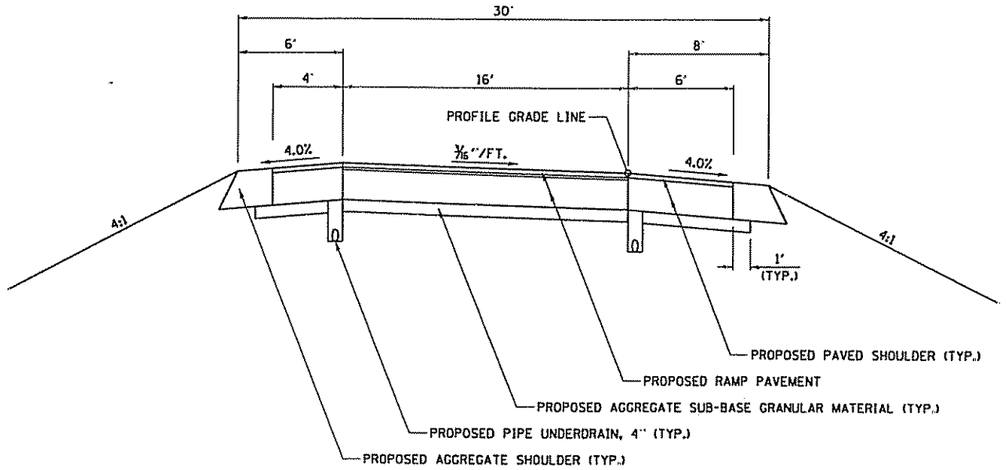
FOR INFORMATION ONLY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

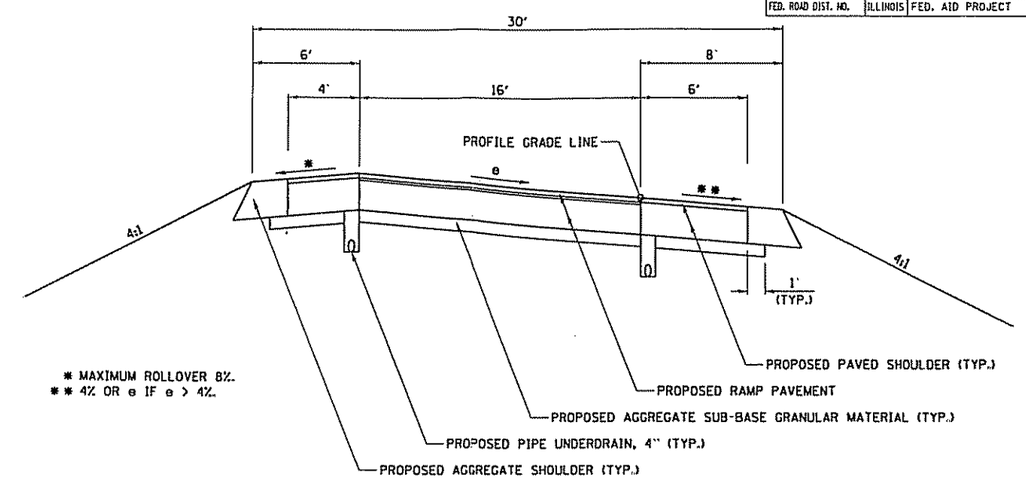



PROPOSED TYPICAL SECTION
IL. RTE. 251 (BETWEEN RAMPS)

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |




TANGENT SECTION



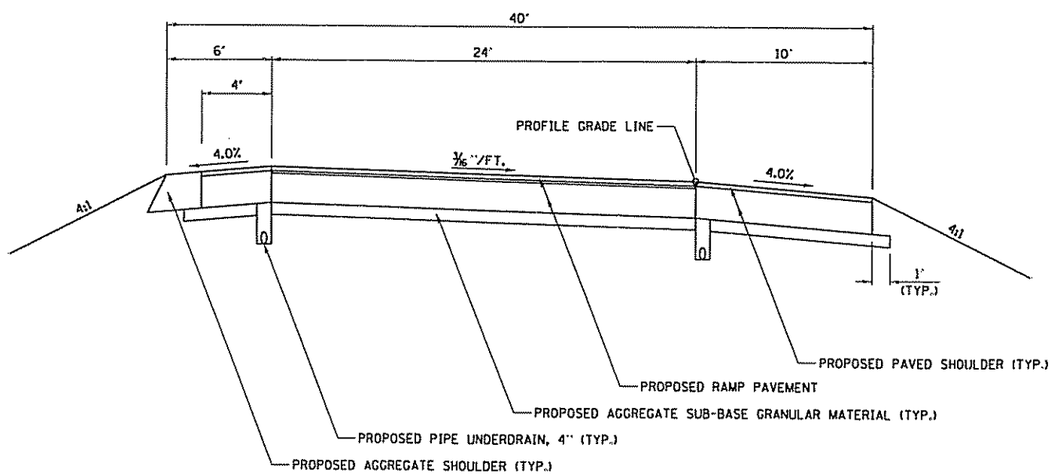

* MAXIMUM ROLLOVER 8%.
** 4% OR e IF e > 4%.

SUPERELEVATED SECTION

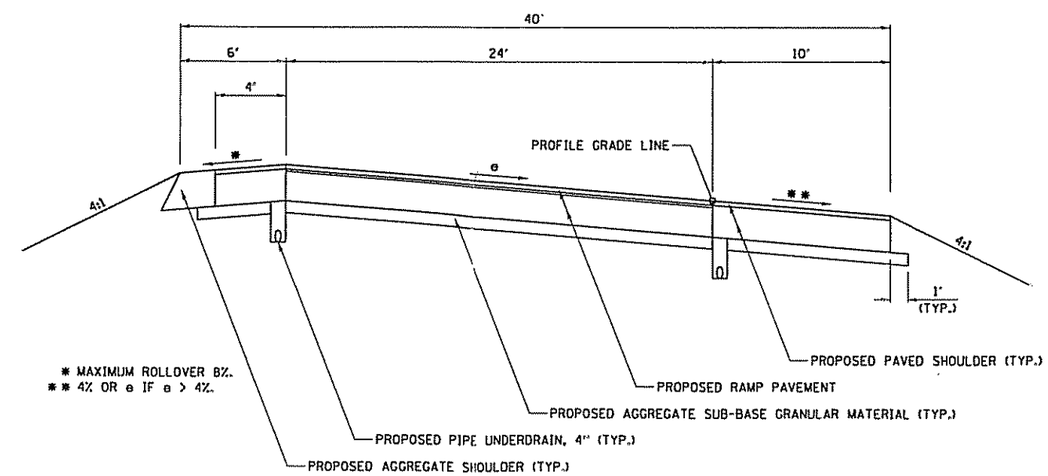
## PROPOSED TYPICAL SECTION
## ONE LANE RAMP (RAMPS C & D)

PAVEMENT TYPE AND THICKNESS WILL BE DETERMINED DURING PHASE 2.

NOTE: RAMP C HAS ONE ADDITIONAL 12' RIGHT TURN LANE NEAR THE INTERSECTION OF IL. RTE. 251.




TANGENT SECTION




* MAXIMUM ROLLOVER 8%.
** 4% OR e IF e > 4%.

SUPERELEVATED SECTION

## PROPOSED TYPICAL SECTION
## TWO LANE RAMP (RAMPS A & B)

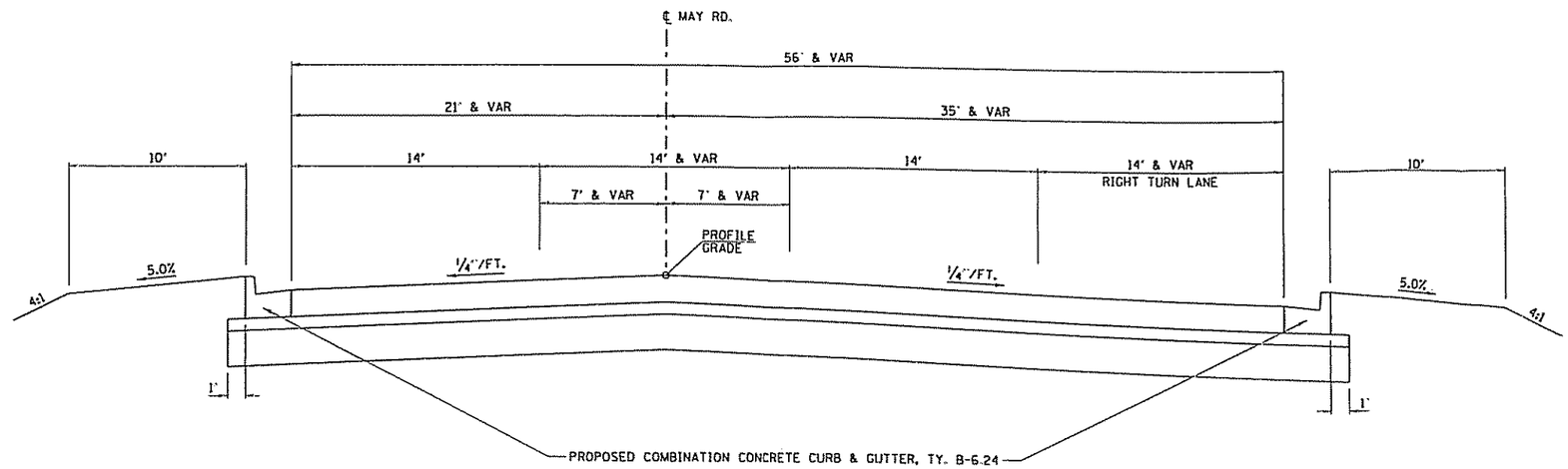
PAVEMENT TYPE AND THICKNESS WILL BE DETERMINED DURING PHASE 2.

NOTE: RAMP B HAS ONE ADDITIONAL 12' RIGHT TURN LANE NEAR THE INTERSECTION OF IL. RTE. 251.

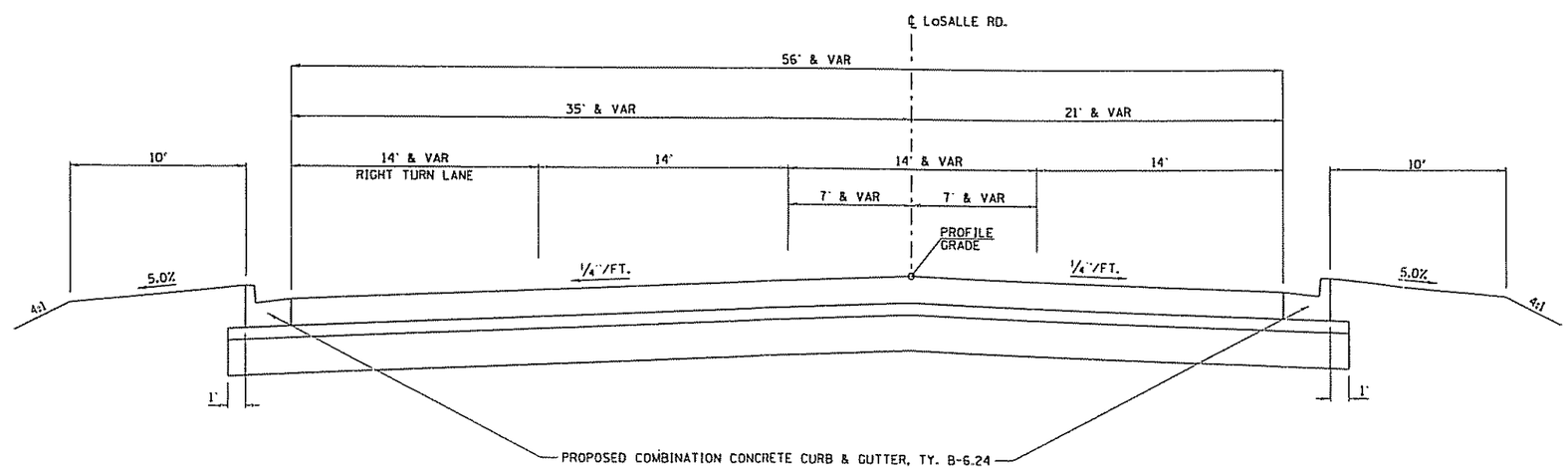
2200T007

FAI 80 & IL. RTE. 251, PROPOSED RAMP TYPICAL SECTIONS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & 1-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

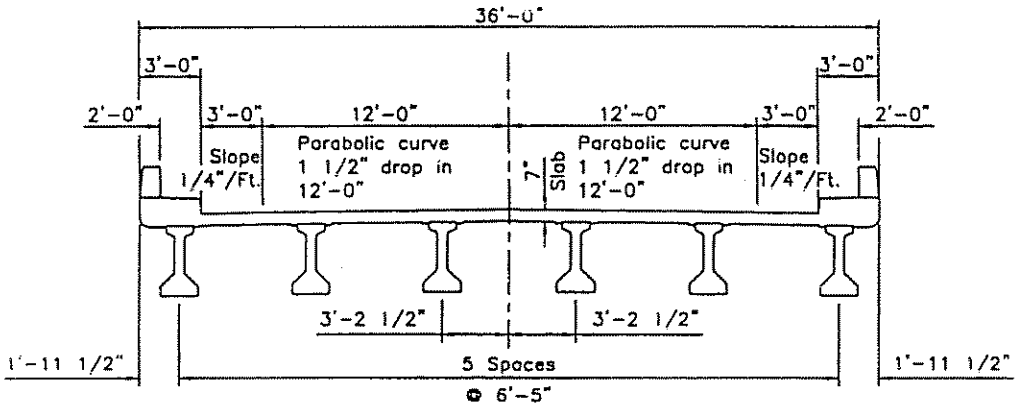



PROPOSED TYPICAL SECTION
MAY RD.



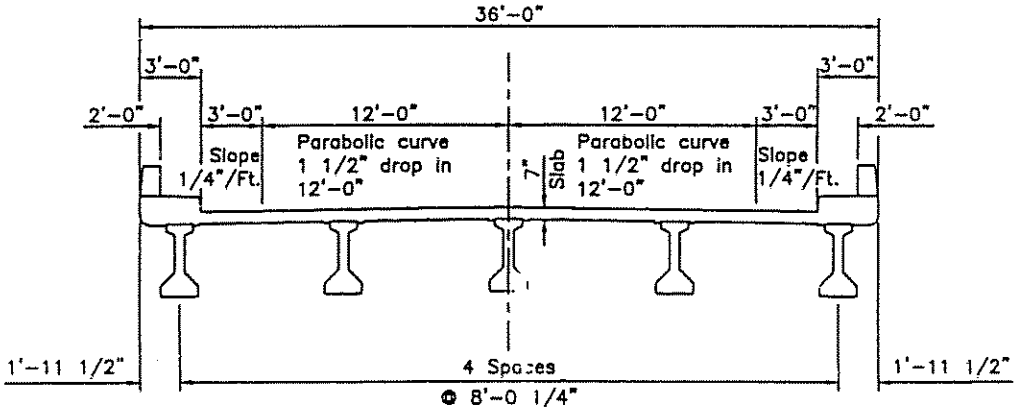

PROPOSED TYPICAL SECTION
LaSALLE RD.

2200T011




*EXISTING TYPICAL SECTION*

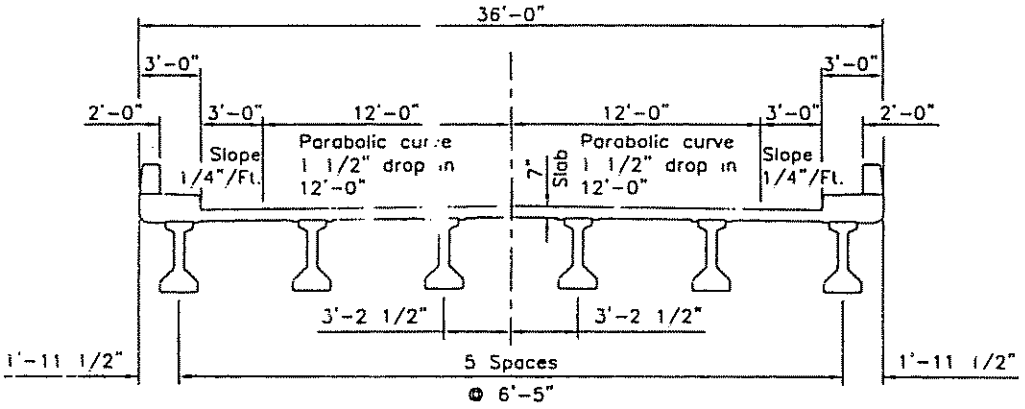
(SPANS 2 & 3)




*EXISTING TYPICAL SECTION*

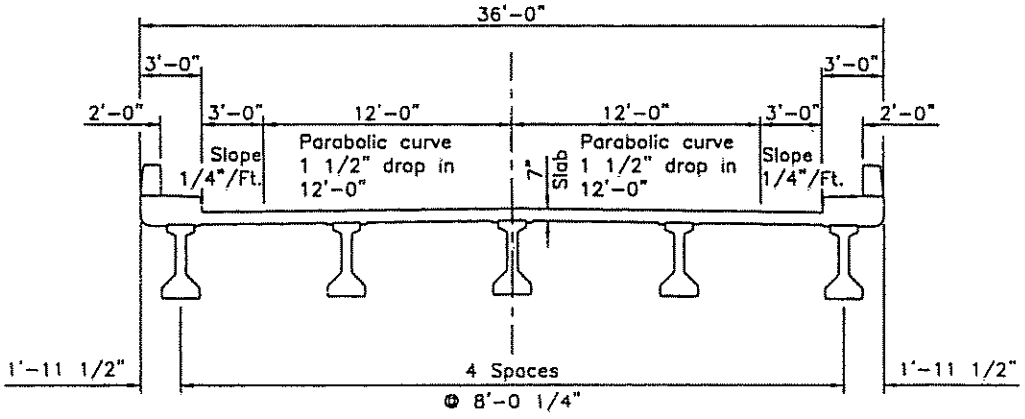
(SPANS 1 & 4)

SN 050-0077




*EXISTING TYPICAL SECTION*

(SPANS 2 & 3)

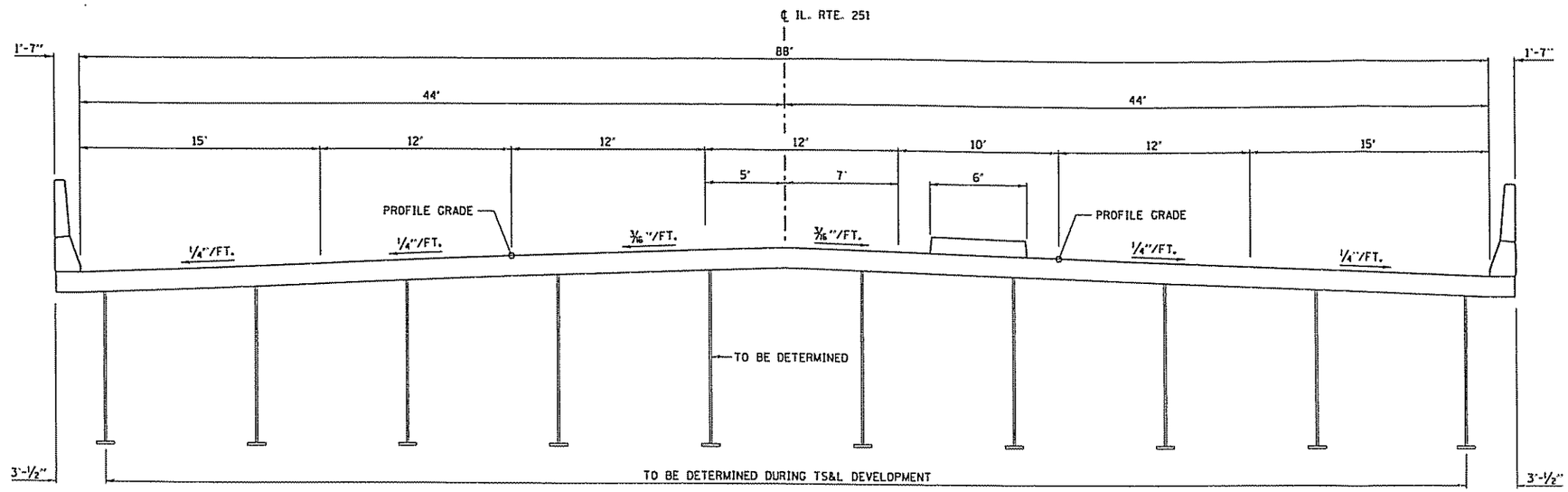



*EXISTING TYPICAL SECTION*

(SPANS 1 & 4)

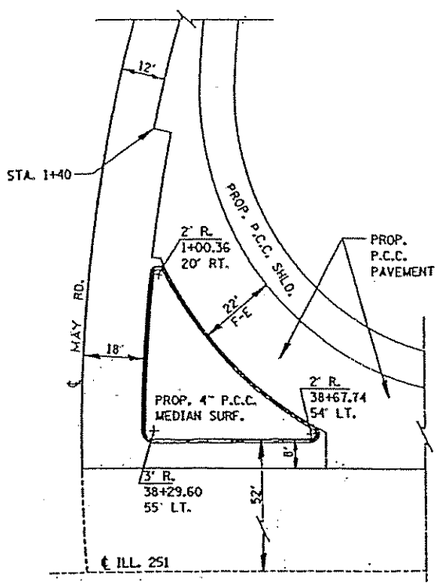
SN 050-0078

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2)HBK & I-3 | LaSALLE | | |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |




PROPOSED STRUCTURE TYPICAL SECTION
IL. RTE. 251 OVER I-80

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 46 | (1)RS-1 | LASALLE | 64 | 17 |
| STA. | | TO STA. | | |




ISLAND REPLACEMENT DETAIL - MAY ROAD

(STAGE 1 CONSTRUCTION)

NOTE:
ISLAND TO BE BACKFILLED WITH POROUS GRAN. MATERIAL & 4" P.C.C. MEDIAN SURF. COST OF POROUS GRAN. MAT'L. TO BE INCLUDED IN COST OF 4" P.C.C. MEDIAN SURFACE. EXISTING TRAFFIC SIGNAL CONDUIT UNDER ISLAND TO BE REMOVED.

BDE FIG. 35-2A & 35-2B

MIN DIST. 350'

STAGE I — REMOVE EXISTING PAVEMENT AND ISLAND. POUR NEW P.C.C. PAVEMENT AND ISLAND.

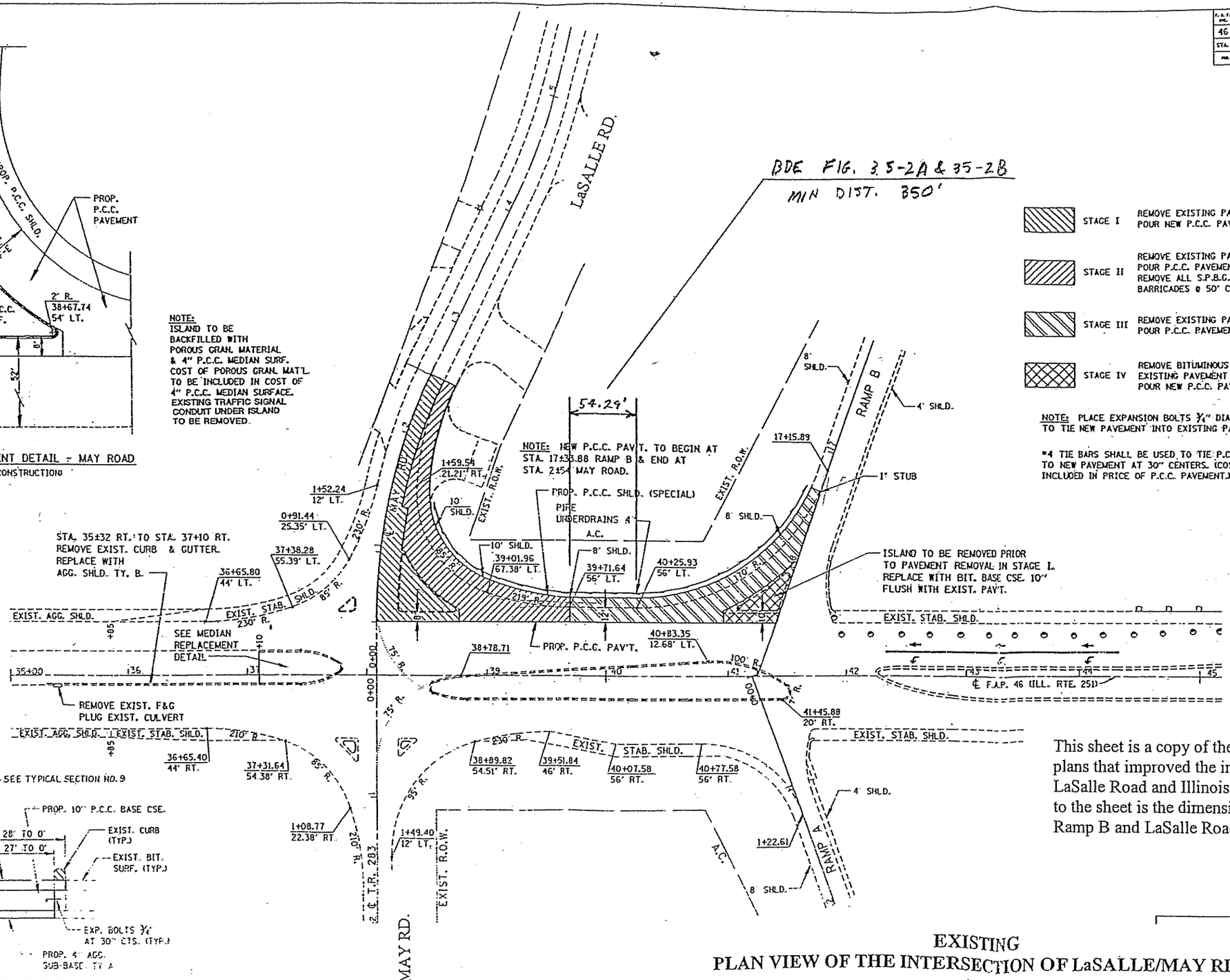
STAGE II — REMOVE EXISTING PAVEMENT AND SHOULDER. POUR P.C.C. PAVEMENT AND P.C.C. SHOULDER (SPECIAL). REMOVE ALL S.P.B.G.R. & REPLACE WITH TY. I BARRICADES @ 50' C-C.

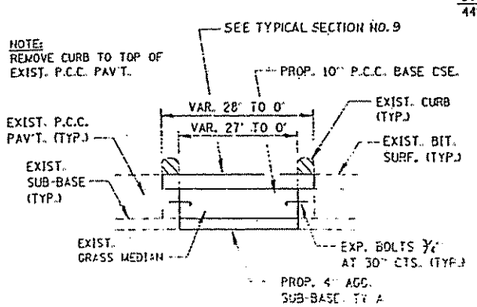
STAGE III — REMOVE EXISTING PAVEMENT AND SHOULDER. POUR P.C.C. PAVEMENT & P.C.C. SHOULDER (SPECIAL).

STAGE IV — REMOVE BITUMINOUS BASE COURSE AND EXISTING PAVEMENT ADJACENT TO ISLAND. POUR NEW P.C.C. PAVEMENT.

NOTE: PLACE EXPANSION BOLTS ¾" DIA. AT 24" CENTERS TO TIE NEW PAVEMENT INTO EXISTING PAVEMENT.

*4 TIE BARS SHALL BE USED TO TIE P.C.C. SHOULDERS TO NEW PAVEMENT AT 30" CENTERS. (COST TO BE INCLUDED IN PRICE OF P.C.C. PAVEMENT.)




MEDIAN REPLACEMENT DETAIL

STA. 37+10 TO STA. 37+90

NOTE: TO BE DONE PRIOR TO ST. OF 1 CONSTRUCTION

This sheet is a copy of the last construction plans that improved the intersection of LaSalle Road and Illinois Route 251. Added to the sheet is the dimensioning between Ramp B and LaSalle Road.

0 40 80 120

DRAWN BY C.A.H.D.

# EXISTING
# PLAN VIEW OF THE INTERSECTION OF LaSALLE/MAY RD.
# AND
# ILLINOIS ROUTE 251

| Tabulation of Existing Horizontal Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | | PI Station | Δ | D | R (ft.) | Curve Length (ft.) | S.E. (ft./ft.) |
| | Design Speed | S.E. (ft./ft.) Maximum | R (ft.) Minimum | Curve Length Minimum (ft.) | | | | | | |
| I-80 | | | | | | | | | | |
| | 70 mph | 0.06 | 2530 | 500 | 608+00.00 | 42° 27' 40" | 1° 30' 00" | 3819.72 | 2830.74 | 0.03 |
| | | | | | | | | | | |
| Ramp A | | | | | | | | | | |
| | 40 mph | 0.06 | 510 | 200 | 4+25.34 | 24° 37' 01" | 8° 08' 06" | 704.31 | 302.61 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 11+28.68 | 43° 12' 51" | 8° 18' 00" | 690.31 | 520.65 | 0.083 |
| | 50 mph | Adjacent to I-80 | | | 19+82.84 | 4° 16' 58" | 3° 45' 15" | 1526.15 | 114.08 | |
| | 50 mph | | | | 21+08.05 | 5° 06' 59" | 3° 45' 15" | 1526.15 | 136.28 | |
| | | | | | | | | | | |
| Ramp B | 50 mph | 0.08 | 765 | 300 | 2+90.87 | 5° 16' 36" | 0° 54' 48" | 6272.65 | 581.33 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 8+17.98 | 37° 50' 44" | 8° 18' 00" | 690.31 | 455.97 | 0.083 |
| | 40 mph | 0.06 | 510 | 200 | 14+58.95 | 22° 35' 10" | 8° 08' 06" | 704.31 | 377.64 | 0.083 |
| | | | | | | | | | | |
| Ramp C | 50 mph | 0.08 | 765 | 300 | 2+90.87 | 5° 18' 36" | 0° 54' 48" | 6272.65 | 581.33 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 8+17.98 | 37° 50' 44" | 8° 18' 00" | 690.31 | 455.97 | 0.083 |
| | 40 mph | 0.06 | 510 | 200 | 14+58.95 | 22° 35' 10" | 8° 08' 06" | 704.31 | 377.64 | 0.083 |
| | | | | | | | | | | |
| Ramp D | 40 mph | 0.06 | 510 | 200 | 4+25.34 | 24° 37' 01" | 8° 08' 06" | 704.31 | 302.61 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 11+28.68 | 43° 12' 51" | 8° 18' 00" | 690.31 | 520.65 | 0.083 |
| | 50 mph | Adjacent to I-80 | | | 19+82.84 | 4° 16' 58" | 3° 45' 15" | 1526.15 | 114.08 | |
| | 50 mph | | | | 21+08.05 | 5° 06' 59" | 3° 45' 15" | 1526.15 | 136.28 | |
| | | | | | | | | | | |
| May Road | 45 mph | 0.04 | 665 | 250 | 5+91.16 | 38° 28' 19" | 15° 54' 56" | 360.00 | 241.73 | 0.040 |
| | 30 mph | 0.04 | 230 | 100 | 2+07.19 | 38° 41' 19" | 31° 49' 52" | 180.00 | 151.54 | 0.040 |
| | | | | | | | | | | |
| LaSalle Road | 45 mph | 0.04 | 665 | 250 | 7+50.72 | 20° 18' 00" | 3° 00' 00" | 1909.86 | 676.67 | 0.020 |

Summary:

I-80: The superelevation of the horizontal curve is acceptable to remain in place (Figure 50-2B).

Ramps: One horizontal curve radius is substandard on each ramp.

Excessive superelevation on all horizontal curves on the ramps.

For additional information see the following figures in the BDE Manual.

Figure 32-3A Selection Of S.E. For Open Road Conditions
Figure 32-2D Minimum Radii For S.E. Maximum Of 0.08
Figure 32-2E Minimum Radii For S.E. Maximum Of 0.06
Figure 32-2G Minimum Lengths of Curve (Δ = 5°)
Figure 32-3B Superelevation Rates S.E. Maximum Of 0.08
Figure 32-3C Superelevation Rates S.E. Maximum Of 0.06
Figure 48-5B Minimum Radii On Low-Speed Urban Streets
Figure 48-5C Superelevation Rates On Low-Speed Urban Streets
Figure 49-4A Horizontal Curvature To Remain In Place (Low Speed Urban Streets).
Figure 50-2B Horizontal Curvature Allowed To Remain In Place For 3R Freeway Projects For Existing S.E. Shown Above.

| Tabulation of Existing Horizontal Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | | PI Station | Δ | D | R (ft.) | Curve Length (ft.) | S.E. (ft./ft.) |
| | Design Speed | S.E. (ft./ft.) Maximum | R (ft.) Minimum | Curve Length Minimum (ft.) | | | | | | |
| I-80 | | | | | | | | | | |
| | 70 mph | 0.06 | 2530 | 500 | 608+00.00 | 42° 27' 40" | 1° 30' 00" | 3819.72 | 2830.74 | 0.03 |
| | | | | | | | | | | |
| Ramp A | | | | | | | | | | |
| | 40 mph | 0.06 | 510 | 200 | 4+25.34 | 24° 37' 01" | 8° 08' 06" | 704.31 | 302.61 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 11+28.68 | 43° 12' 51" | 8° 18' 00" | 690.31 | 520.65 | 0.083 |
| | 50 mph | Adjacent to I-80 | | | 19+82.84 | 4° 16' 58" | 3° 45' 15" | 1526.15 | 114.08 | |
| | 50 mph | | | | 21+08.05 | 5° 06' 59" | 3° 45' 15" | 1526.15 | 136.28 | |
| | | | | | | | | | | |
| Ramp B | 50 mph | 0.08 | 765 | 300 | 2+90.87 | 5° 16' 36" | 0° 54' 48" | 6272.65 | 581.33 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 8+17.98 | 37° 50' 44" | 8° 18' 00" | 690.31 | 455.97 | 0.083 |
| | 40 mph | 0.06 | 510 | 200 | 14+58.95 | 22° 35' 10" | 8° 08' 06" | 704.31 | 377.64 | 0.083 |
| | | | | | | | | | | |
| Ramp C | 50 mph | 0.08 | 765 | 300 | 2+90.87 | 5° 18' 36" | 0° 54' 48" | 6272.65 | 581.33 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 8+17.98 | 37° 50' 44" | 8° 18' 00" | 690.31 | 455.97 | 0.083 |
| | 40 mph | 0.06 | 510 | 200 | 14+58.95 | 22° 35' 10" | 8° 08' 06" | 704.31 | 377.64 | 0.083 |
| | | | | | | | | | | |
| Ramp D | 40 mph | 0.06 | 510 | 200 | 4+25.34 | 24° 37' 01" | 8° 08' 06" | 704.31 | 302.61 | 0.083 |
| | 50 mph | 0.08 | 765 | 300 | 11+28.68 | 43° 12' 51" | 8° 18' 00" | 690.31 | 520.65 | 0.083 |
| | 50 mph | Adjacent to I-80 | | | 19+82.84 | 4° 16' 58" | 3° 45' 15" | 1526.15 | 114.08 | |
| | 50 mph | | | | 21+08.05 | 5° 06' 59" | 3° 45' 15" | 1526.15 | 136.28 | |
| | | | | | | | | | | |
| May Road | 45 mph | 0.04 | 665 | 250 | 5+91.16 | 38° 28' 19" | 15° 54' 56" | 360.00 | 241.73 | 0.040 |
| | 30 mph | 0.04 | 230 | 100 | 2+07.19 | 38° 41' 19" | 31° 49' 52" | 180.00 | 151.54 | 0.040 |
| | | | | | | | | | | |
| LaSalle Road | 45 mph | 0.04 | 665 | 250 | 7+50.72 | 20° 18' 00" | 3° 00' 00" | 1909.86 | 676.67 | 0.020 |

Summary:

I-80: The superelevation of the horizontal curve is acceptable to remain in place (Figure 50-2B).

Ramps: One horizontal curve radius is substandard on each ramp.

Excessive superelevation on all horizontal curves on the ramps.

For additional information see the following figures in the BDE Manual.

Figure 32-3A Selection Of S.E. For Open Road Conditions
Figure 32-2D Minimum Radii For S.E. Maximum Of 0.08
Figure 32-2E Minimum Radii For S.E. Maximum Of 0.06
Figure 32-2G Minimum Lengths of Curve (Δ = 5°)
Figure 32-3B Superelevation Rates S.E. Maximum Of 0.08
Figure 32-3C Superelevation Rates S.E. Maximum Of 0.06
Figure 48-5B Minimum Radii On Low-Speed Urban Streets
Figure 48-5C Superelevation Rates On Low-Speed Urban Streets
Figure 49-4A Horizontal Curvature To Remain In Place (Low Speed Urban Streets).
Figure 50-2B Horizontal Curvature Allowed To Remain In Place For 3R Freeway Projects For Existing S.E. Shown Above.

| Tabulation of Proposed Horizontal Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | | PI Station | Δ | D | R (ft.) | Curve Length (ft.) | S.E. (ft./ft.) |
| | Design Speed | S.E. (ft./ft.) Maximum | R (ft.) Minimum | Curve Length Minimum (ft.) | | | | | | |
| | | | | | | | | | | |
| Ramp A | | | | | | | | | | |
| | 40 mph | 0.06 | 510 | 200 | 5+02.01 | 14° 13' 08" | 3° 08' 22" | 1825.00 | 452.91 | 0.036 |
| | 50mph | 0.08 | 765 | 300 | 12+01.76 | 12° 31' 10" | 2° 17' 31" | 2500.00 | 546.27 | 0.043 |
| | | | | | | | | | | |
| Ramp B | | | | | | | | | | |
| | 50mph | 0.08 | 765 | 300 | 9+80.51 | 10° 18' 36" | 2° 51' 53" | 2000.00 | 359.83 | 0.049 |
| | 40 mph | 0.06 | 510 | 200 | 15+55.61 | 12° 48' 33" | 3° 16' 27" | 1750.00 | 391.24 | 0.036 |
| | | | | | | | | | | |
| Ramp C | | | | | | | | | | |
| | 50mph | 0.08 | 765 | 300 | 10+97.94 | 32° 33' 23" | 5° 37' 02" | 1020.00 | 579.58 | 0.075 |
| | 40 mph | 0.06 | 510 | 200 | 17+50.33 | 15° 03' 35" | 7° 09' 43" | 800.00 | 210.27 | 0.054 |
| | | | | | | | | | | |
| Ramp D | | | | | | | | | | |
| | 40 mph | 0.06 | 510 | 200 | 4+23.58 | 25° 48' 11" | 11° 14' 04" | 510.00 | 229.68 | 0.060 |
| | 50mph | 0.08 | 765 | 300 | 10+89.13 | 39° 09' 14" | 7° 29' 23" | 765.00 | 522.10 | 0.080 |
| | | | | | | | | | | |
| May Road | | | | | | | | | | |
| | 45 mph | 0.04 | 665 | 250 | 193+86.65 | 38° 37' 00" | 8° 11' 06" | 700.00 | 471.79 | 0.030 |
| | 30 mph | 0.04 | 230 | 100 | 197+85.95 | 38° 36' 33" | 21° 42' 11" | 264.00 | 177.90 | 0.020 |
| | | | | | | | | | | |
| LaSalle Road | | | | | | | | | | |
| | 30 mph | 0.04 | 230 | 100 | 202+11.89 | 35° 00' 29" | 21° 42' 11" | 264.00 | 161.31 | 0.020 |
| | 45 mph | 0.04 | 665 | 250 | 205+27.21 | 25° 37' 03" | 7° 38' 22" | 750.00 | 335.33 | 0.020 |

For additional information see the following figures in the BDE Manual.

Figure 32-2D Minimum Radii For S.E. Maximum Of 0.08
Figure 32-2E Minimum Radii For S.E. Maximum Of 0.06
Figure 32-2G Minimum Lengths of Curve (Δ = 5°)
Figure 32-3A Selection Of S.E. For Open Road Conditions
Figure 32-3B Superelevation Rates S.E. Maximum Of 0.08
Figure 32-3C Superelevation Rates S.E. Maximum Of 0.06
Figure 48-5B Minimum Radii On Low-Speed Urban Streets
Figure 48-5C Superelevation Rates On Low-Speed Urban Streets

| Tabulation of Existing Vertical Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | PVI Station | Curve Type | PVI Elevation (ft.) | Length (ft.) | G1 | G2 | K (English) |
| | Design Speed | SSD Min K Value | Drainage[1] Max K Value | | | | | | | |
| | | | | | | | | | | |
| I-80 | | | | 521+00.00 | From 521+00 to 543+00 the existing curve data not available.. | | | | | |
| | | | | 543+00.00 | Need plans from adjacent district. | | | | | |
| | 70 mph | | | 543+00.00 | | 655.10 | | | | |
| | 70 mph | 247 | N/A | 558+00.00 | Crest | 652.12 | 400 | -0.20% | -0.62% | 957 |
| | 70 mph | 181 | N/A | 567+00.00 | Sag | 646.57 | 400 | -0.62% | -0.15% | 857 |
| | 70 mph | 181 | N/A | 594+00.00 | Sag | 642.52 | 600 | -0.15% | 2.20% | 255 |
| | 70 mph | 247 | 334 | 614+20.00 | Crest | 687.00 | 3200 | 2.20% | -2.50% | 681 |
| | 70 mph | | | 633+75.00 | | 638.14 | | | | |
| | | | | | | | | | | |
| IL 251 | 45 mph | | | 33+00.00 | | 643.01 | | | | |
| | 45 mph | 84 | 167 | 36+20.00 | Sag | 642.05 | 600 | -0.30% | 3.00% | 182 |
| | 45 mph | 67 | 167[2] | 48+27.02 | Crest | 678.26 | 1500 | 3.00% | -3.00% | 250 |
| | 45 mph | 84 | 167 | 58+63.00 | Sag | 647.18 | 500 | -3.00% | 0.10% | 161 |
| | 45 mph | | | 63+00.00 | | 647.62 | | | | |
| | | | | | | | | | | |
| Ramp A | | | | 0+48.00 | | 657.37 | | | | |
| | 40 mph | 46 | N/A | 2+50.00 | Crest | 655.35 | 300 | -1.00% | -3.30% | 130 |
| | 50 mph | 103 | N/A | 5+50.00 | Sag | 645.45 | 300 | -3.30% | 0.70% | 75 |
| | | | | 9+00.00 | | 647.90 | | | | |
| | | | | | | | | | | |
| Ramp B | | | | 6+00.00 | | 642.65 | | | | |
| | 50 mph | 96 | N/A | 7+00.00 | Sag | 642.65 | 200 | 0.00% | 0.47% | 429 |
| | 50 mph | 96 | N/A | 13+00.00 | Sag | 645.45 | 300 | 0.47% | 2.84% | 126 |
| | 40 mph | 44 | N/A | 16+50.00 | Crest | 655.39 | 300 | 2.84% | 1.06% | 168 |
| | | | | 18+48.00 | | 657.48 | | | | |
| | | | | | | | | | | |
| Ramp C | | | | 7+00.00 | | 650.10 | | | | |
| | 50 mph | 84 | N/A | 14+00.00 | Sag | 648.70 | 250 | -0.20% | 2.52% | 92 |
| | 40 mph | 44 | N/A | 16+75.00 | Crest | 655.64 | 300 | 2.52% | 1.06% | 205 |
| | | | | 18+48.00 | | 657.48 | | | | |
| | | | | | | | | | | |
| Ramp D | | | | 0+48.00 | | 657.37 | | | | |
| | 40 mph | 46 | N/A | 2+50.00 | Crest | 655.35 | 300 | -1.00% | -3.15% | 140 |
| | 50 mph | 103 | N/A | 5+50.00 | Sag | 645.90 | 300 | -3.15% | -0.35% | 107 |
| | 50 mph | 103 | N/A | 12+50.00 | Sag | 643.44 | 200 | -0.35% | 0.06% | 486 |
| | | | | 13+50.00 | | 643.50 | | | | |
| | | | | | | | | | | |

| Tabulation of Existing Vertical Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | PVI Station | Curve Type | PVI Elevation (ft.) | Length (ft.) | G1 | G2 | K (English) |
| | Design Speed | SSD Min K Value | Drainage[1] Max K Value | | | | | | | |
| May Road | No vertical curves, slopes away from IL 251 at 0.85%. | | | | | | | | | |
| | | | | | | | | | | |
| LaSalle Road | No vertical curves, slopes away from IL 251 at 0.76%. | | | | | | | | | |
| | | | | | | | | | | |

Footnotes:

1. Applies only to true crest and true sag vertical curves.
   For CCC&G section the absolute value of G1 & G2 should be greater or equal to 0.30%.
   For none CCC&G sections and true crest curves the absolute value of G1 & G2 should be greater or equal to 0.15%.
   For none CCC&G sections and true sag curves, drainage should not be a problem and no minimum for G1 and G2.
   For additional information see BDE Manual Section 33-4.01(d) & 33-4.02(e).

2. Bridge over I-80 located at high point of this vertical curve.

For additional information see the following figures in the BDE Manual.

Figure 33-4A K-Values For Crest Curves - Stopping Sight Distance - Level Grades
Figure 33-4B K-Values For Crest Curves - Stopping Sight Distance - Adjusted for Downgrades
Figure 33-4E K-Values For Sag Curves - Stopping Sight Distance - Level Grades
Figure 33-4F K-Values For Sag Curves - Stopping Sight Distance - Adjusted for Downgrades

| Tabulation of Proposed Vertical Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | PVI Station | Curve Type | PVI Elevation (ft.) | Length (ft.) | G1 | G2 | K (English) |
| | Design Speed | SSD Min K Value | Drainage[1] Max K Value | | | | | | | |
| | | | | | | | | | | |
| I-80 | 70 mph | | | 521+00.00 | | 655.72 | | | | |
| | 70 mph | 181 | N/A | 529+00.00 | Sag | 654.12 | 400 | -0.20% | 0.16% | 1102 |
| | 70 mph | 247 | 334[2] | 539+50.00 | Crest | 655.83 | 900 | 0.16% | -0.20% | 2506 |
| | 70 mph | 247 | N/A | 558+00.00 | Crest | 652.20 | 400 | -0.20% | -0.63% | 913 |
| | 70 mph | 181 | N/A | 567+00.00 | Sag | 646.49 | 400 | -0.63% | -0.13% | 799 |
| | 70 mph | 181 | N/A | 594+00.00 | Sag | 642.87 | 600 | -0.13% | 2.16% | 262 |
| | 70 mph | 247 | N/A | 604+90.00 | Crest | 666.40 | 1420 | 2.16% | 0.24% | 740 |
| | 70 mph | | | 612+00.00 | | 668.11 | | | | |
| | | | | | | | | | | |
| IL 251 NBL | 45 mph | | | 29+56.28 | | 644.35 | | | | |
| | 45 mph | 79 | N/A | 32+00.00 | Sag | 643.16 | 200 | -0.488% | -0.384% | 1911 |
| | 45 mph | | | 35+91.00 | | 641.66 | | | | |
| | | | | | | | | | | |
| IL 251 SBL | 45 mph | | | 29+00.00 | | 643.67 | | | | |
| | 45 mph | 61 | N/A | 32+50.00 | Crest | 642.97 | 100 | -0.200% | -0.384% | 543 |
| | 45 mph | | | 35+91.00 | | 641.66 | | | | |
| | | | | | | | | | | |
| IL 251 | 45 mph | | | 32+00.00 | | 643.16 | | | | |
| | 45 mph | 79 | 167 | 35+54.00 | Sag | 641.79 | 460 | -0.39% | 2.44% | 163 |
| | 45 mph | 61 | 167 | 48+27.00 | Crest | 672.86 | 730 | 2.44% | -2.45% | 149 |
| | 45 mph | 79 | 167 | 58+83.00 | Sag | 647.04 | 420 | -2.45% | 0.10% | 165 |
| | 45 mph | | | 63+00.00 | | 647.47 | | | | |
| | | | | | | | | | | |
| Ramp A | | | | 0+43.00 | | 665.94 | | | | |
| | 40 mph | 44 | N/A | 10+50.00 | Sag | 650.27 | 580 | -1.56% | 0.38% | 300 |
| | 50 mph | 84 | N/A | 16+05.00 | Crest | 652.36 | 150 | 0.38% | 0.24% | 1127 |
| | | | | 26+23.80 | | 654.84 | | | | |
| | | | | | | | | | | |
| Ramp B | | | | 0+00.00 | | 643.31 | | | | |
| | 50 mph | 84 | N/A | 3+00.00 | Sag | 643.37 | 50 | 0.02% | 0.14% | 433 |
| | 50 mph | 96 | 334 | 7+65.00 | Crest | 644.00 | 210 | 0.14% | -0.30% | 488 |
| | 50 mph | 96 | N/A | 10+70.00 | Sag | 643.10 | 400 | -0.30% | 3.16% | 116 |
| | 40 mph | 44 | N/A | 16+45.00 | Crest | 661.27 | 160 | 3.16% | 1.67% | 107 |
| | | | | 19+25.15 | | 665.94 | | | | |
| | | | | | | | | | | |
| Ramp C | | | | 0+00.00 | | 653.56 | | | | |
| | 50 mph | 96 | N/A | 3+00.00 | Sag | 652.63 | 50 | -0.31% | -0.19% | 429 |
| | 50 mph | 84 | N/A | 7+65.00 | Crest | 651.73 | 210 | -0.19% | -1.36% | 180 |
| | 40 mph | 44 | N/A | 10+00.00 | Sag | 648.53 | 260 | -1.36% | 0.65% | 129 |
| | 40 mph | 44 | N/A | 17+50.00 | Sag | 653.40 | 160 | 0.65% | 1.50% | 188 |
| | | | | 20+34.72 | | 657.67 | | | | |
| | | | | | | | | | | |

| Tabulation of Proposed Vertical Curve Data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Roadway | Design Criteria | | | PVI Station | Curve Type | PVI Elevation (ft.) | Length (ft.) | G1 | G2 | K (English) |
| | Design Speed | SSD Min K Value | Drainage[1] Max K Value | | | | | | | |
| Ramp D | | | | 0+44.52 | | 657.50 | | | | |
| | 50 mph | 96 | N/A | 10+00.00 | Sag | 642.52 | 400 | -1.57% | 0.27% | 218 |
| | 50 mph | 84 | 334[3] | 14+55.00 | Crest | 643.74 | 150 | 0.27% | -0.09% | 414 |
| | | | | 19+54.56 | | 643.27 | | | | |
| | | | | | | | | | | |
| May Road | | | | 190+00.00 | | 645.27 | | | | |
| | 45 mph | 79 | 167 | 194+00.00 | Sag | 642.83 | 135 | -0.61% | 0.61% | 110 |
| | 45 mph | 79 | N/A | 198+39.50 | Sag | 645.52 | 135 | 0.61% | 1.31% | 193 |
| | | | | 199+57.00 | | 647.06 | | | | |
| | | | | | | | | | | |
| LaSalle Road | | | | 200+43.00 | | 647.06 | | | | |
| | 45 mph | 79 | N/A | 201+60.50 | Sag | 645.88 | 135 | -1.00% | -0.31% | 195 |
| | 45 mph | 79 | N/A | 204+00.00 | Crest | 645.13 | 135 | -0.31% | -0.88% | 238 |
| | | | | 207+00.00 | | 642.49 | | | | |

Footnotes:

1. Applies only to true crest and true sag vertical curves.
   For CCC&G section the absolute value of G1 & G2 should be greater or equal to 0.30%.
   For none CCC&G sections and true crest curves the absolute value of G1 & G2 should be greater or equal to 0.15%.
   For none CCC&G sections and true sag curves, drainage should not be a problem and no minimum for G1 and G2.
   For additional information see BDE Manual Section 33-4.01(d) & 33-4.02(e).

2. The k value of 2506 exceed the maximum desirable k of 334 [BDE Section 33-4.01(d)] for a crest vertical curve at station 539+50.00. This vertical curve is not located within a horizontal curve with super elevation transitions and adequate drainage is provided with a 0.015 cross slope on I-80.

3. The k value of 414 exceed the maximum desirable k of 334 [BDE Section 33-4.01(d)] for a crest vertical curve at station 14+55.00. This vertical curve is designed for the profile of Ramp D to meet the profile of I-80. The 2% plus cross-slope will provide adequate drainage.

For additional information see the following figures in the BDE Manual.

Figure 33-4A K-Values For Crest Curves - Stopping Sight Distance - Level Grades
Figure 33-4B K-Values For Crest Curves - Stopping Sight Distance - Adjusted for Downgrades
Figure 33-4E K-Values For Sag Curves - Stopping Sight Distance - Level Grades
Figure 33-4F K-Values For Sag Curves - Stopping Sight Distance - Adjusted for Downgrades

# TRAFFIC MANAGEMENT ANALYSIS

## PROPOSED IMPROVEMENT

The proposed improvement involves total replacement of the structures carrying Illinois Route 251 over Interstate I-80. Also, included is reconstructing the I-80 and Illinois Route 251 interchange. The exit and entrance ramp terminals along I-80 will be reconstructed to meet present policy and to accommodate a future six-lane improvement on Interstate I-80.

The intersection of Illinois Route 251 and LaSalle Road/May Road will be reconstructed. This intersection is located approximately 300 feet north of the intersection of Illinois Route 251 and the present exit and entrance ramps for westbound I-80 traffic.

The two existing structures carrying Illinois Route 251 over I-80 are SN 050-0077 (SB) and SN 050-0078 (NB).

Construction for the project is unfunded. However, the report is being developed using 2008 as the anticipated year of construction.

## TRAFFIC DATA

The functional classification of I-80 is Urban Interstate. The functional classification of Illinois Route 251 and LaSalle Road is Minor Arterial (Urban). The functional classification of May Road is Municipal Street.

The projected ADT volume, in 2008, is shown in the following table:

| ROUTE | 2008 ADT | PERCENT BREAKDOWN | | |
|---|---|---|---|---|
| | | CARS | SU | MU |
| I-80 | | | | |
| E. of IL 251 | 31,800 | 62.0 | 5.6 | 32.4 |
| W. of Il 251 | 30,500 | 59.6 | 5.9 | 34.5 |
| WB EXIT | *3,400 | | | |
| WB ENT. | *3,050 | | | |
| EB EXIT | *2,950 | | | |
| EB ENT. | *3,500 | | | |
| IL RTE 251 | | | | |
| S. of I-80 | 18,400 | 94.1 | 2.3 | 3.6 |
| N. of I-80 | 12,300 | 91.8 | 3.4 | 4.8 |
| N. Of LaS. /MayRd. | 9,500 | 91.5 | 4.9 | 3.6 |
| LaSalle Rd. | 6,900 | 75.4 | 16.4 | 8.2 |
| May Rd. | 7,000 | 86.5 | 10.3 | 3.2 |

* 2003 ADT

**ALTERNATIVES:**

The traffic management was analyzed for I-80, Illinois Route 251, LaSalle Road/ May Road, and each of the four ramps.

<u>I-80:</u>

The work proposed that will interfere with I-80 traffic is the construction of the ramp terminals and the replacement of the Illinois Route 251 bridges.

There is no alternate route in the area that could adequately handle the high volumes of traffic on I-80. Therefore, all work interfering with I-80 traffic will be done under traffic using the applicable traffic control standards and the following sequence of construction:

> Four lanes of I-80 traffic can be maintained during reconstruction of the ramps by reconstructing the median side shoulder and shifting the two westbound lanes and two eastbound lanes towards the median. During reconstructing the median side shoulder I-80 traffic may be restricted to one lane in each direction.
>
> Demolition of the existing Illinois Route 251 Bridges over I80 will be done in stages and during short times I-80 traffic will be restricted to one lane of traffic in each direction.

The placement of the beams for the Illinois Route 251 Bridge that spans I-80 will be placed at night (during times of low traffic volumes) and traffic on I-80 will be routed around the site by using the exit and entrance ramps.

Illinois Route 251:

The work proposed that will interfere with Illinois Route 251 traffic is the reconstruction of Illinois Route 251, the replacement of the Illinois Route 251 structures, the intersection of the eastbound exit and entrance ramps, the intersection of the westbound exit and entrance ramps, and the intersection of Illinois Route 251 and LaSalle Road/May Road.

Alternate 1:

The proposed feasible detour route would use I-39 (see Detour Map No. 1), between interchange numbers 52 and 66, and US Route 52 between Illinois Route 251 and I-39 (interchange number 66). The adverse travel distance is 3 miles (17 miles minus 14 miles). However, it is estimated that only 10% of the traffic would complete the detour, 45% of the traffic would exit at US Route 6 (I-39 interchange number 57) and proceed west to their destination, LaSalle/Peru; and 45% would exit at I-80 (I-39 interchange number 59 & I-80 interchange number 79) and proceed west to their destination, LaSalle/Peru at Illinois Route 351 (I-80 Exit No. 77). The adverse travel distance for exiting at US Route 6 is 5 miles (12 miles minus 7 miles) and for exiting at I-80 is 8 miles (15 miles minus 7 miles). The detour would be in effect approximately 18 months. One-half the cost of the adverse travel of the state route detours is estimated to be $4,743,800.

Alternate 2:

Stage construction would provide two lanes of traffic at all times with applicable traffic control standards. The costs include temporary signals, traffic barriers, temporary widening, and a 25% higher construction cost. The cost for stage construction is estimated to be $4,104,300.

Ramps:

The westbound entrance ramp (Ramp A) and the eastbound exit ramp (Ramp C) would use the same detour route. Also, the westbound exit ramp (Ramp B) and the eastbound entrance ramp (Ramp D) would use the same detour route.

Westbound Entrance Ramp (Ramp A) and Eastbound Exit Ramp (Ramp C):

The work proposed that will interfere with the westbound entrance ramp traffic is where the proposed westbound entrance ramp crosses the existing westbound entrance ramp and abuts I-80.

The work proposed that will interfere with the eastbound exit ramp traffic is where the proposed eastbound exit ramp crosses the existing eastbound exit ramp and abuts I-80.

Alternate 1:

The proposed feasible detour route would use N. 30th Road (see Detour Map No. 2) and Plank Road. For Ramp A the adverse travel distance is 0.2 miles (2.1 miles minus 1.9 miles). For Ramp C the adverse travel distance is 0.4 miles (2.3 miles minus 1.9 miles). The detour would be in effect approximately 1.5 months. Temporary Traffic Signals would be needed at the intersection of May Road and Plank Road. The detour road would require resurfacing and a portion would require reconstruction. The following table shows the estimated cost for the detour:

| | Detour | Ramp A | Ramp C | Subtotal |
|---|---|---|---|---|
| Signing | | $ 1,600 | $ 1,600 | $ 3,200 |
| Signals | $ 40,000 | | | $ 40,000 |
| Reconstruction & Resurfacing | $ 532,700 | | | $ 532,700 |
| Adverse Travel (1/2 Cost) | | $ 3,700 | $ 6,600 | $ 10,300 |
| Total | | | | $ 586,200 |

Alternate 2:

Stage construction would include a temporary runaround and a 25% higher construction cost for the items associated with placing the proposed ramp connections to I-80 and removing the existing ramps. The estimated cost for stage construction for Ramp A is $411,500 and for Ramp C is $254,900. The total cost of stage construction is $666,400.

Westbound Exit Ramp (Ramp B) and Eastbound Entrance Ramp (Ramp D):

The work proposed that will interfere with the westbound exit ramp traffic is where the proposed westbound exit ramp crosses the existing westbound exit ramp and abuts I-80.

The work proposed that will interfere with the eastbound entrance ramp traffic is where the proposed eastbound entrance ramp crosses the existing eastbound entrance ramp.

Alternate 1:

The proposed feasible detour route would use Illinois Route 351 (See Detour Map No 2), and LaSalle Road. For Ramp B the adverse travel distance is 1.3 miles (3.2 miles minus 1.9 miles). For Ramp D the adverse travel distance is 1.2 miles (3.1 miles minus 1.9 miles). The detour would be in effect approximately 1.5 months. Temporary traffic signals would be required at the intersection of N. 30$^{TH}$ Road and Illinois Route 351 and at the intersection of Illinois Route 351 and LaSalle Road. A portion of the detour road would require resurfacing. The following table shows the estimated cost for the detour.

| | Detour | Ramp B | Ramp D | Subtotal |
|---|---|---|---|---|
| Signing | | $ 1,600 | $ 1,600 | $ 3,200 |
| Signals | $ 80,000 | | | $ 80,000 |
| Reconstruction & Resurfacing | $ 93,900 | | | $ 93,900 |
| Adverse Travel (1/2 Cost) | | $ 13,400 | $ 9,800 | $ 23,200 |
| Total | | | | $ 200,300 |

Alternate 2:

Stage construction would include a temporary runaround and a 25% higher construction cost for the items associated with placing the proposed ramp connections to I-80 and removing the existing ramps. The estimated cost for stage construction for Ramp B is $393,700 and for Ramp D is $280,000. The total cost of stage construction is $673,700.

May Road:

The work that will interfere with May Road traffic is the reconstruction of May Road.

The following businesses are located within the reconstruction limits of May Road: Arby's Restaurant, Econo Lodge, King's Inn, McDonald's Restaurant, and a Shell Gas Station. Temporary roads and staging would be required in order to maintain access to these businesses. The cost of maintaining traffic to the businesses at all times is equal to the cost of maintaining through traffic.

LaSalle Road:

The work that will interfere with LaSalle Road traffic is the reconstruction of LaSalle Road.

The following businesses are located within the reconstruction limits of LaSalle Road: Advance Auto Sales (presently closed and for sale), Amoco Gas Station (will be acquired as part of this project), Crazy D's, and Four Star Restaurant. Temporary roads and staging would be required in order to maintain access to Crazy D's, and Four Star Restaurant. The cost of maintaining traffic to the businesses at all times is equal to the cost of maintaining through traffic.

SUMMARY:

The following outline compares the estimated costs of a detour versus stage construction:

1. I-80.....N/A
2. Illinois Route 251
    a. Detour.....$4,743,800
    b. Stage Construction..... $4,104,300
3. Ramps
    a. Ramp A (WB Entrance) & Ramp C (EB Exit)
        i. Detour.....$586,200
        ii. Stage Construction.....$666,400
    b. Ramp B (WB Exit) & Ramp D (EB Entrance)
        i. Detour.....$200,300
        ii. Stage Construction.....$673,700
4. LaSalle/May Road.....N/A

RECOMMENDATION:

I-80 Traffic:

Stage construction: Because an available route does not exist in the area that can adequately handle the high volume of traffic on I-80.

Illinois Route 251 Traffic:

Stage Construction: Because 90% of the traffic is traveling to the immediate area and the associated cost with stage construction is less than one-half the cost of the adverse travel.

May Road:

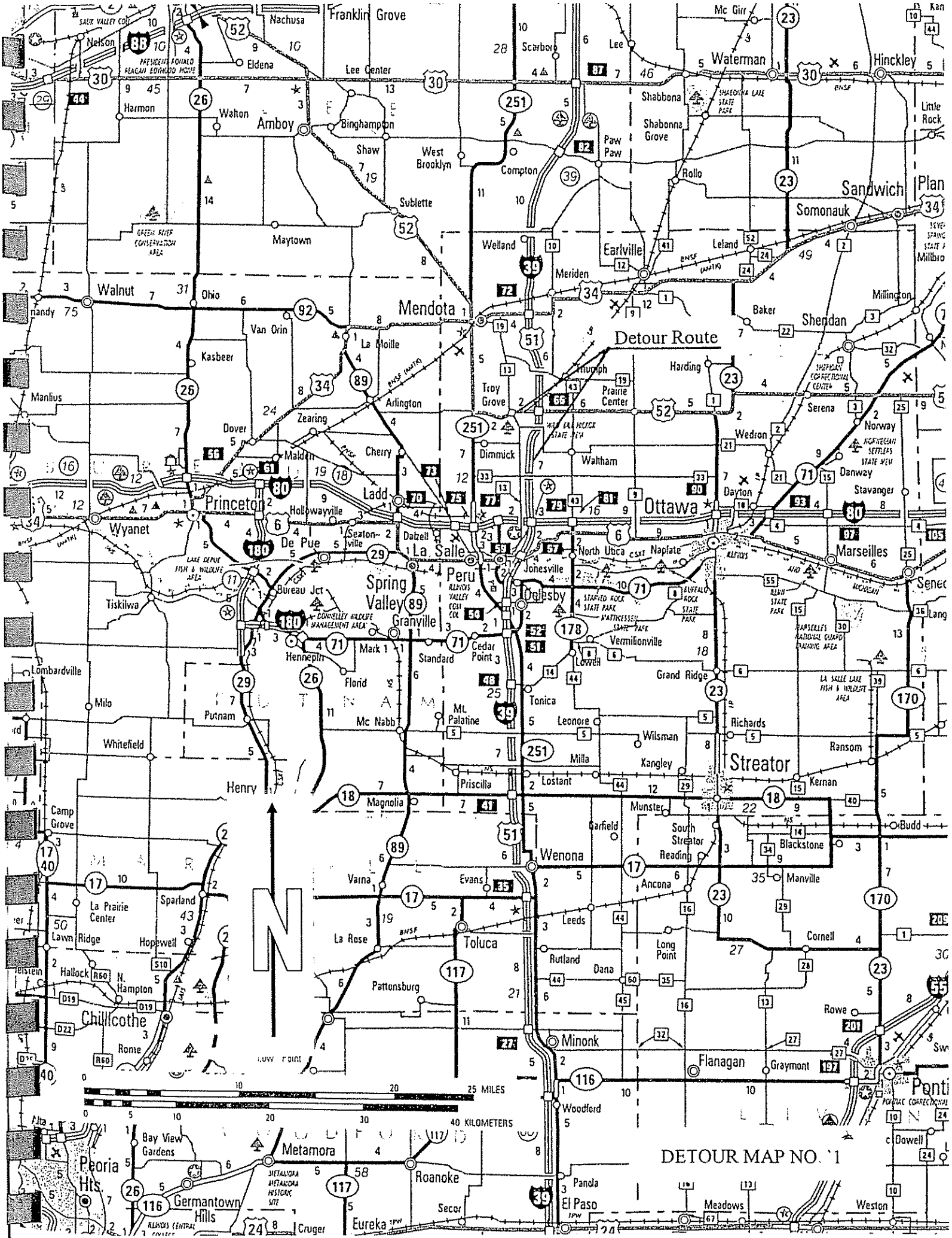
Stage Construction: Because the cost of maintaining traffic to the high traffic generators located within the construction limits equals the cost of stage construction and maintaining through traffic at all times.

LaSalle Road:

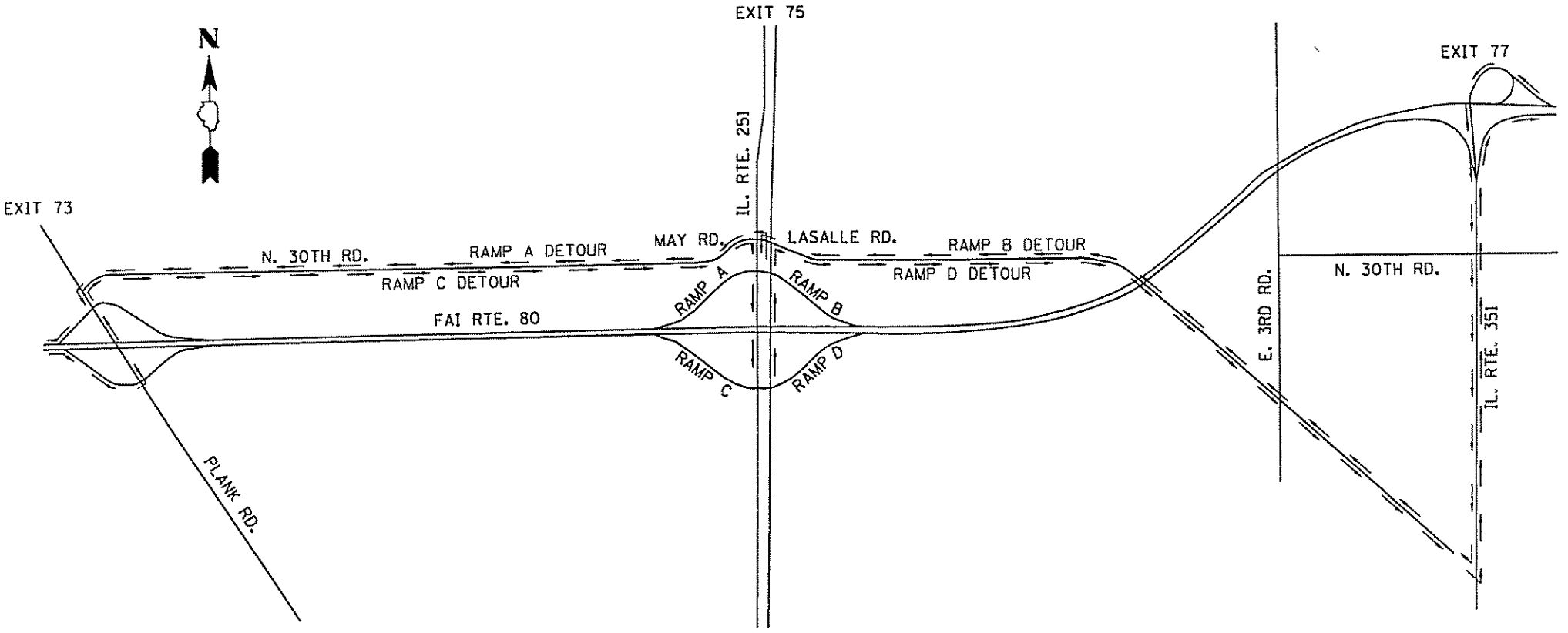
Stage Construction: Because the cost of maintaining traffic to the high traffic generators located within the construction limits equals the cost of stage construction and maintaining through traffic at all times.

Ramps:

Stage Construction: Letters were sent to public service providers in the area. The City of Peru responded with a strong recommendation that the state not use May Road and LaSalle Road for detouring traffic. Therefore, the decision is to stage construct.




DETOUR MAP NO. 1




DETOUR MAP NO. 2

DETOUR MAP FOR RAMP CLOSURES AT IL. RTE. 25

FILE COPY

# Illinois Department of Transportation

Memorandum

To: Ross Monk

From: Clarita Lao By: Tom Sancken TS

Subject: Detour Coordination

Date: January 20, 2005

FAI 80 (Illinois 251 & I-80 - Peru Interchange)
Section (50-2)HBK & I-3
LaSalle County
Job No. P-93-054-02
Phase I

District 3 is in the preliminary engineering phase of a study concerning the improvement of the Peru Interchange. The proposed improvement consists of the reconstruction of the I-80/Illinois 251 interchange, the replacement of the two structures carrying Illinois 251 traffic over I-80, and the reconstruction of the LaSalle/May Road intersection. This project is unfunded in FY 2005-2011.

The preliminary Traffic Management Analysis (TMA) has shown it would be most economical to close the interstate ramps for approximately 1 ½ months and detour traffic. The proposed detour would utilize exit 75 – Plank Road, which is located in District's 2 maintenance area. Enclosed is a map of the proposed detour route.

Our district assumes that traffic signals would be needed on the north side of this interchange where the traffic would proceed on N 30th Road, which then turns into May Road (near Peru).

Please provide us with any information regarding this detour and potential impacts which you would like for us to consider in the TMA.

If you have any questions, please contact Mr. Duane Lukkari at (815) 434-8566.

# Illinois Department of Transportation

Memorandum

To: Files

From: T. Sancken By: D. Lukkari

Subject: Public Service Providers

Date: February 1, 2005

Letters were sent on January 18, 2005 to the following public service providers. The letters were sent certified and the return receipts are in the project file. The letters requested information concerning the impact on their services if the Peru interchange ramps were to be closed for approximately 1 ½ months during the construction of the proposed interchange. To date, only the City of Peru has responded. To summarize their letter, they would like the department to find an alternative traffic plan which does not have such a negative impact on the adjacent businesses.

The Honorable Donald L. Baker
Mayor of Peru
P.O. Box 299, 1701 4th Street
Peru, IL 61354
(815) 223-1148

LaSalle County Engineer
Mr. Lawrence Kinzer
1400 N. 27th Road - Box 128
Ottawa, IL 61350
(815) 434-0743

LaSalle County Sheriff
Mr. Thomas Templeton
707 E Etna Road
Ottawa, IL 61350
(815) 434-8320

Peru Postmaster
Ms. Janet Wamhoff
1500 4th Street
Peru, IL 61354
1-800-275-8777

Peru Public Schools – District 124
Mr. Jim Bagley, Superintendent
1325 Park Road
Peru, IL 61354
(815) 223-0486

Mr. Jason Foster
Peru Twp. Volunteer Ambulance Service
111 5th Street
Peru, IL 61354
(815) 223-9111

Mr. Gary Eccles
Peru Fire Chief
1503 4th Street
Peru, IL 61354
(815) 223-2141

Mr. Glenn Fredrickson
Peru Police Chief
P.O. Box 299, 1701 4th Street
Peru, IL 61354
(815) 223-2151

LaSalle-Peru Township High School
Mr. Michael Clinch, Superintendent
541 Chartres Street
LaSalle, IL 61301
(815) 223-1721

Dimmick School District
297 N. 33rd Road
LaSalle, IL 61301
(815) 223-2933

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

FILE COPY

January 18, 2005

CERTIFIED MAIL
NO. 7000 0520 0012 4255 3068

The Honorable Donald L. Baker
Mayor of Peru
1701 Fourth Street
P.O. Box 299
Peru, IL 61354

FAI Route 80 (I-80)
Section (50-2) HBK & I-3
LaSalle County
Peru Interchange

Dear Mayor Baker:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Peru interchange. The proposed improvement consists of the reconstruction of the I-80/Illinois 251 interchange, the replacement of the two structures carrying Illinois 251 traffic over I-80, and the reconstruction of the LaSalle/May Road intersection. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the department to provide organizations affected by the project an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists.

Part of the study is to determine the most economical and feasible traffic control methods for the traveling public while the project is under construction. It has been determined that I-80 will require some temporary lane closures during construction. It will also be necessary to close the interstate for a few nights for beam removal and erection. LaSalle/May Road will be constructed by utilizing stage construction, maintaining open lanes at all times.

The methods of traffic control examined for Illinois 251 and the interstate ramps included detouring traffic and stage construction. The analysis determined that stage construction is the most economical method for Illinois 251 traffic.

The department is considering the most appropriate traffic control method for the reconstruction of the ramps. Two alternatives are under consideration: traffic detours with ramp closures for approximately 1 ½ months or stage construction of the ramps.

Attached is a map of the proposed detour routes.

Please provide information, on your letterhead stationery, concerning services provided by your organization that may be influenced by temporary closures of I-80 and the interstate ramps. If no word is received within 21 days, it will be construed as a "no comment" response and the detour will not adversely affect services provided by your organization.

Upon completion of our study, a report will be prepared describing the proposed work. Once the report is approved, we will proceed with the plan preparation and land acquisition phase.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Thomas R. Sancken, P.E.
Studies & Plans Engineer

# The City of Peru

(Settled in 1835)

**Donald L. Baker**
*Mayor*

1701 Fourth St.
Peru, IL 61354
(815) 223-1148
Fax: (815) 223-9381

January 26, 2005

RECEIVED
JAN 27 2005

Mr. Gregory L. Mounts, P.E.
Deputy Director of Highways
700 E. Norris Dr.
Ottawa, IL 61350

ATT: Mr. Duane Lukkari

FAI Route 80 (I-80)
Section (50-2) HBK & 1-3
LaSalle County
Peru Interchange

Dear Mr. Lukkari:

I have received your letter of January 18, 2005 on the above mentioned project.

The City has concerns of detouring traffic on LaSalle Road and May Road (N. 30th Rd.). I have reviewed the proposed detour as outlined in your traffic Plan with respect to the business along the detour route, the increase in activity in the traffic pattern and the accessibility to and from the business themselves.

The State of Illinois, Illinois Department of Transportation maintains LaSalle Road from East 3rd Road to Ill. 251. The roadway itself is lacking right-of-way, shoulder width along with stabilization of the shoulder and most of all drainage flow.

May Road, from IL. Route 251 to the Plank Road interchange is maintained by the City of Peru and Peru Township. The roadway itself has a poor sub-base, a poor stabilized base and the surface is P.C. Concrete in selective areas along with only three (3) inches of bituminous surface in the remaining portion.

Mr. Gregory L. Mounts, P.E.
Deputy Director of Highways
700 E. Norris Dr.
Ottawa, IL 61350

January 26, 2005



It is the City's desire to have the Illinois Department of Transportation pursue an alternative traffic detour plan which does not have a profound effect on the adjacent business.

If you have any question, please feel free to contact me at 815/223-1148.

Sincerely,

Donald L. Baker

Donald L. Baker
Mayor, Peru, IL

DLB:gp

CC: Roger Chamlin,
Chamlin & Assoc., Inc.

# Illinois Department of Transportation

## Memorandum

| | | | |
|---|---|---|---|
| To: | Clarita Lao | Attn: | Tom Sancken |
| From: | Ross E. Monk | By: | Jay P. Howell |
| Subject: | Detour Coordination | | |
| Date: | February 10, 2005 | | |

Jay P Howell
PTW

FAI Route 80 (IL 251 & I-80 Interchange)
Section (50-2)HBK & 1-3
LaSalle County
Job No. P-93-054-02

We have reviewed the detour route for the above project. District 2 has no objections to the selected route, but improvements to the returns on Plank Road will be necessary to handle the larger trucks that may use this detour. District 2 does have a project in the multi-year program to improve these returns to handle WB-65's. If the District 2 project proceeds the District 3 work, there will not be a problem, but if the District 3 work proceeds the District 2 improvement, modification to the existing returns will be necessary. Signal warrants will need to be reviewed. Our project does not include signals. A copy of the approved IDS for Plank Road is included.

If you have any questions, contact Patrick Warkins at 815/284-5503.

Geo/pw-0547/sb

# I-80 Peru - Tabulation of Crash Data

| WEATHER- ROAD CONDITION | 1998 | 1999 | 2000 | 2001 | TOTALS | % |
|---|---|---|---|---|---|---|
| CLEAR-DRY | 7 | 8 | 7 | 5 | 27 | 81.8% |
| CLEAR-ICE/SNOW | | | 1 | | 1 | 3.0% |
| FOG/SMOG-NOT STATED | | | | 1 | 1 | 3.0% |
| RAIN-WET | | | 1 | | 1 | 3.0% |
| SNOW-SNOW | | | 2 | 1 | 3 | 9.1% |
| TOTALS: | 7 | 8 | 11 | 7 | 33 | 100.0% |

| SEVERITY OF CRASH | | | | | TOTALS | % |
|---|---|---|---|---|---|---|
| PROPERTY DAMAGE ONLY | 5 | 4 | 9 | 7 | 25 | 75.8% |
| PERSONAL INJURY CRASH | 2 | 4 | 2 | | 8 | 24.2% |
| NUMBER OF INJURIES | 2 | 4 | 2 | | 8 | |
| FATAL CRASH | | | | | 0 | 0.0% |
| NUMBER OF FATALITIES | | | | | 0 | |
| TOTALS: | 7 | 8 | 11 | 7 | 33 | 100.0% |

| CRASH TYPE | | | | | TOTALS | % |
|---|---|---|---|---|---|---|
| REAR END | 1 | 5 | 2 | 2 | 10 | 30.3% |
| SIDESWIPE-SAME DIRECTION | 2 | 1 | 3 | 2 | 8 | 24.2% |
| TURNING | | | | 1 | 1 | 3.0% |
| OVERTURNED-VEHICLE | 1 | | 1 | | 2 | 6.1% |
| FIXED OBJECT OFF RD | 1 | 1 | 3 | 2 | 7 | 21.2% |
| OTHER OBJECT | 1 | 1 | 1 | | 3 | 9.1% |
| ANIMAL | 1 | | 1 | | 2 | 6.1% |
| TOTALS: | 7 | 8 | 11 | 7 | 33 | 100.0% |

# IL 251 Peru - Tabulation of Crash Data

| WEATHER- ROAD CONDITION | 1998 | 1999 | 2000 | 2001 | TOTALS | % |
|---|---|---|---|---|---|---|
| CLEAR-DRY | 12 | 9 | 13 | 14 | 48 | 62.3% |
| CLEAR-WET | | | 4 | 1 | 5 | 6.5% |
| CLEAR-NOT STATED | 1 | | 1 | 1 | 3 | 3.9% |
| FOG/SMOG-DRY | | | | 1 | 1 | 1.3% |
| RAIN-WET | 2 | 5 | 1 | 3 | 11 | 14.3% |
| SNOW-SNOW | | | 2 | | 2 | 2.6% |
| OTHER-WET | | 1 | | | 1 | 1.3% |
| OTHER-CLEAR | | 1 | | | 1 | 1.3% |
| NOT STATED-NOT STATED | 1 | | 2 | 2 | 5 | 6.5% |
| TOTALS: | 16 | 16 | 23 | 22 | 77 | 100.0% |

| SEVERITY OF CRASH | | | | | TOTALS | % |
|---|---|---|---|---|---|---|
| PROPERTY DAMAGE ONLY | 8 | 11 | 10 | 16 | 45 | 58.4% |
| PERSONAL INJURY CRASH | 8 | 5 | 13 | 6 | 32 | 41.6% |
| NUMBER OF INJURIES | 19 | 8 | 16 | 9 | 52 | |
| FATAL CRASH | | | | | 0 | 0.0% |
| NUMBER OF FATALITIES | | | | | 0 | |
| TOTALS: | 16 | 16 | 23 | 22 | 77 | 100.0% |

| CRASH TYPE | | | | | TOTALS | % |
|---|---|---|---|---|---|---|
| REAR END | 6 | 4 | 10 | 7 | 27 | 35.1% |
| SIDESWIPE-SAME DIRECTION | 2 | 1 | 2 | 1 | 6 | 7.8% |
| TURNING | 3 | 5 | 7 | 8 | 23 | 29.9% |
| ANGLE | 3 | 4 | 2 | 6 | 15 | 19.5% |
| FIXED OBJECT OFF RD | 1 | 2 | 2 | | 5 | 6.5% |
| PARKED VEHICLE | 1 | | | | 1 | 1.3% |
| TOTALS: | 16 | 16 | 23 | 22 | 77 | 100.0% |

**REVIEW OF ACCIDENT DATA** -In the four-year study period from 1998 to 2001, there were 33 accidents resulting in eight injuries on I-80 Of the 33 accidents, 76 percent (25) were property damage accidents only. The remaining eight accidents involved personal injuries. Rear end collisions were the most frequent type of accident with 30.3 percent; followed by sideswipe/same direction 24.2 percent; striking a fixed object accounted for 21.2 percent; striking other objects 9.1 percent; striking an animal 6.1 percent; vehicle overturned 6.1 percent; and striking at an angle 3.0 percent.

During the four years for the Illinois Route 251 section, there were 77 accidents resulting in 52 injuries. Of the 77 accidents, 58 percent (45) involved property damage only. The remaining 32 accidents involved personal injuries. Rear end collisions were the most frequent type with 35 percent; followed by turning movement accidents 29.9 percent; striking at an angle 19.5 percent; sideswipe/same direction 7.8 percent; hitting a fixed object 6.5 percent; and hitting a parked vehicle 1.3 percent.

After analyzing the accident data further, it was found that there were a total of 15 accidents where the westbound I-80 ramps intersect with Illinois Route 251 Of these, seven were turning movements, four were rear end collisions, and four were of the angle type. The HAL at the eastbound I-80 ramps/Illinois Route 251 had a total of 32 accidents during the four-year study period. Of these, 13 were rear end collisions, nine were turning movements, four involved fixed objects, four were the angle type, and two were vehicles sideswiping each other. The other HAL at LaSalle/May Road had 23 accidents. Of these seven were rear end collisions, seven-angle type, six were turning movements, and there was one each involving parked, sideswipe, and fixed object collisions.

Weather and pavement conditions do not appear to be a factor in all the accidents since 69.4 percent (77) of the accidents occurred when the weather/road conditions were clear and dry; 13.5 percent (15) of the accidents occurred when the weather/road conditions were raining and wet; 4.5 percent (5) when there was snow covered roads; and the remaining 12.6 percent (14) were either clear/not stated, other/dry; clear/wet; or clear/not stated.

Of the accidents, 29.7 percent occurred on I-80, while the remaining 70.3 percent were on the Illinois Route 251 segment The directions of travel for the vehicles involved were: 30 percent east, 23 percent north, 16.5 percent south, and 16 percent west.

Lighting does not appear to be a factor since 76 percent of the total accidents occurred during daylight hours

There are no wet weather clusters within the project limits. There were two high accident locations: one at the EB entrance of I-80/Illinois Route 251 and the other at the intersection of Illinois Route 251/LaSalle-May Road.

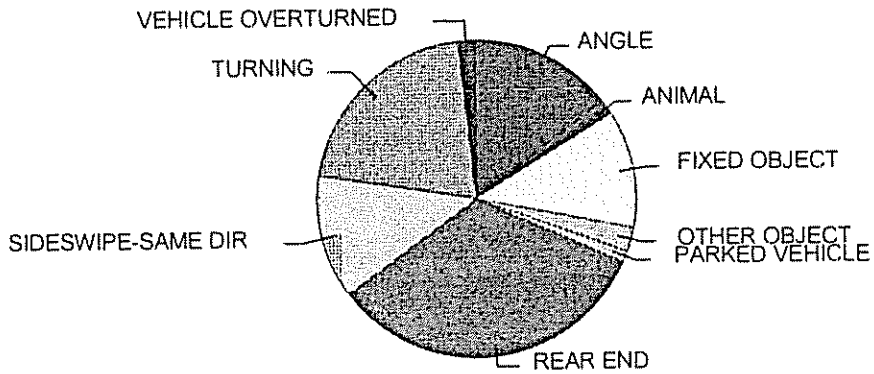
CONCLUSIONS:

The HAL (High Accident Location) at the intersection of Illinois Route 251 and LaSalle/May Road can be attributed to the close distance between this intersection and the intersection of the Westbound Ramps (Ramps A & B). The distance is not adequate to allow traffic exiting I-80 from the westbound ramp and turning left onto May Road to safely maneuver into the left turn lane. Traffic must accelerate while crossing part of a right turn lane and two through lanes within a distance of approximately 100 to 150 feet into the left turn lane causing rear end, angle, and turning type accidents. It is recommended the distance between the intersections of the westbound ramps and LaSalle/May Road be increased by moving the intersection of the westbound ramps as close as physically possible to I-80. This change corrects the deficient distance and does not change the interchange type, a conventional diamond interchange.

The HAL (High Accident Location) at the intersection of Illinois Route 251 and I-80 Eastbound is attributed mainly to driver error. However, improved signing, turning radii, and signal timing should reduce these types of accidents.

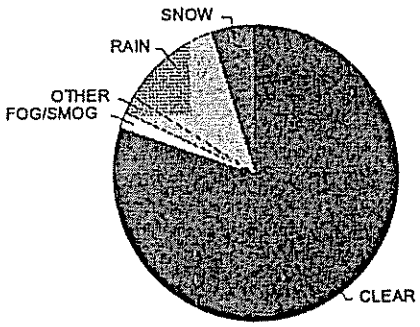
I-80 @ IL 251 & MAY/LASALLE ROAD - 1998, 1999, 2000 & 2001 CRASHES

## Collision Type



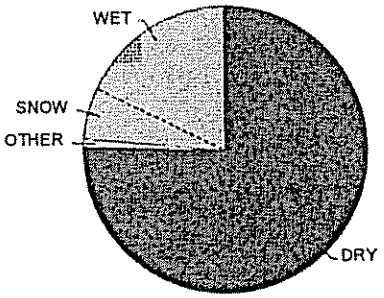

| | |
|---|---|
| ANGLE | 14.4% |
| ANIMAL | 1 8% |
| FIXED OBJECT | 11 7% |
| OTHER OBJECT | 2.7% |
| PARKED VEHICLE | 0.9% |
| REAR END | 33 3% |
| SIDESWIPE-SAME DIR | 12 6% |
| TURNING | 20 7% |
| VEHICLE OVERTURNED | 1 8% |
| Total: | 100.0% |

## Weather Conditions




| | |
|---|---|
| | 0.0% |
| CLEAR | 80 2% |
| FOG/SMOG | 1 9% |
| OTHER | 1 9% |
| RAIN | 11 3% |
| SNOW | 4 7% |
| Total: | 100.0% |

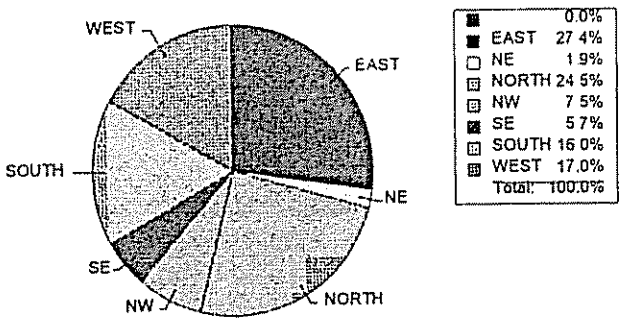
## Surface Conditons



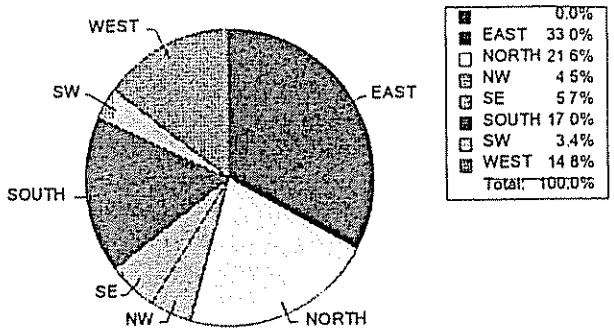

| | |
|---|---|
| | 0.0% |
| DRY | 75 5% |
| OTHER | 1 0% |
| SNOW | 5 9% |
| WET | 17.6% |
| Total: | 100.0% |

I-80 @ IL 251 & MAY/LASALLE ROAD - 1998, 1999, 2000 & 2001 CRASHES

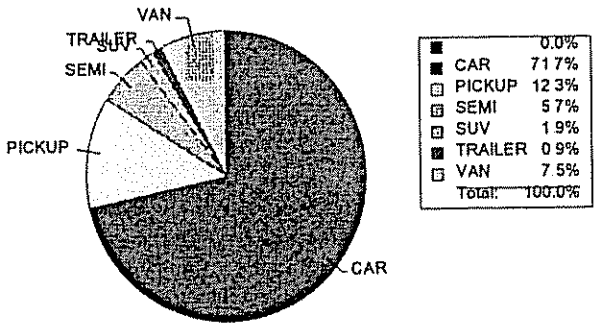
### Direction of Travel - Vehicle 1



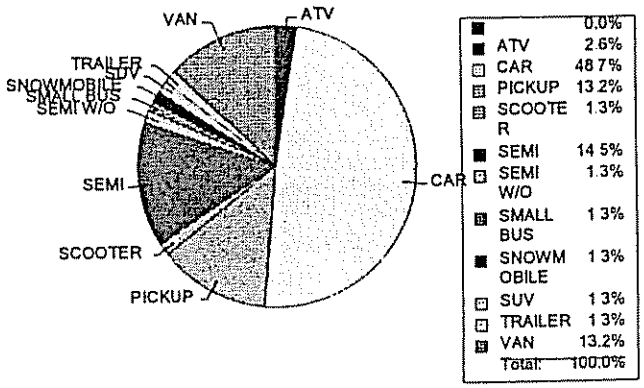

### Direction of Travel - Vehicle 2




### Vehicle 1 Type




### Vehicle 2 Type

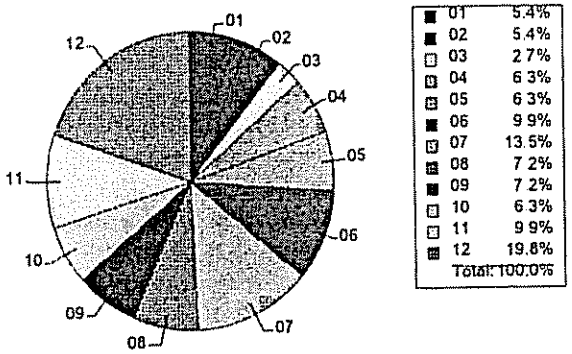


# ILLINOIS DEPARTMENT OF TRANSPORTATION

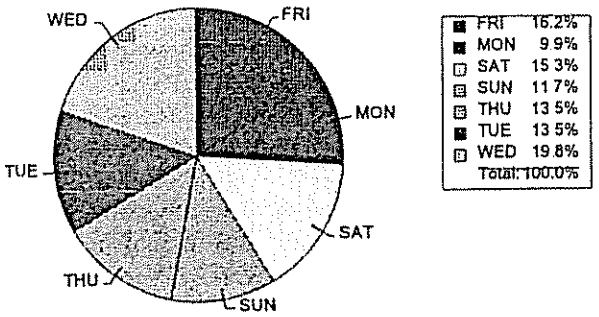
GIS Crash Analysis Report

I-80 @ IL 251 & MAY/LASALLE ROAD - 1998, 1999, 2000 & 2001 CRASHES

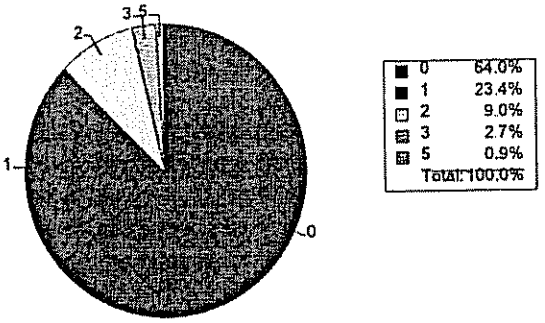
## Month of Year




## Day of Week

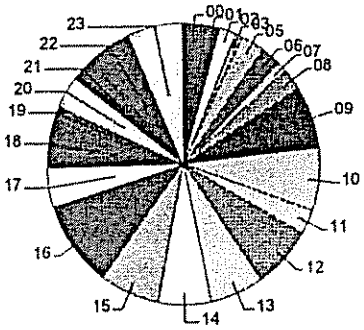



## Injuries Per Crash



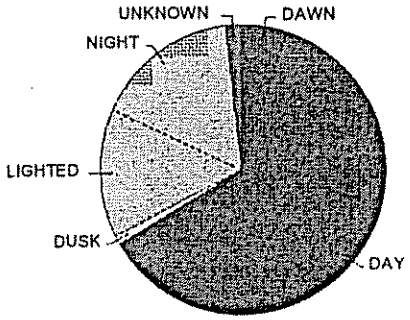
I-80 @ IL 251 & MAY/LASALLE ROAD - 1998, 1999, 2000 & 2001 CRASHES

## Time of Day



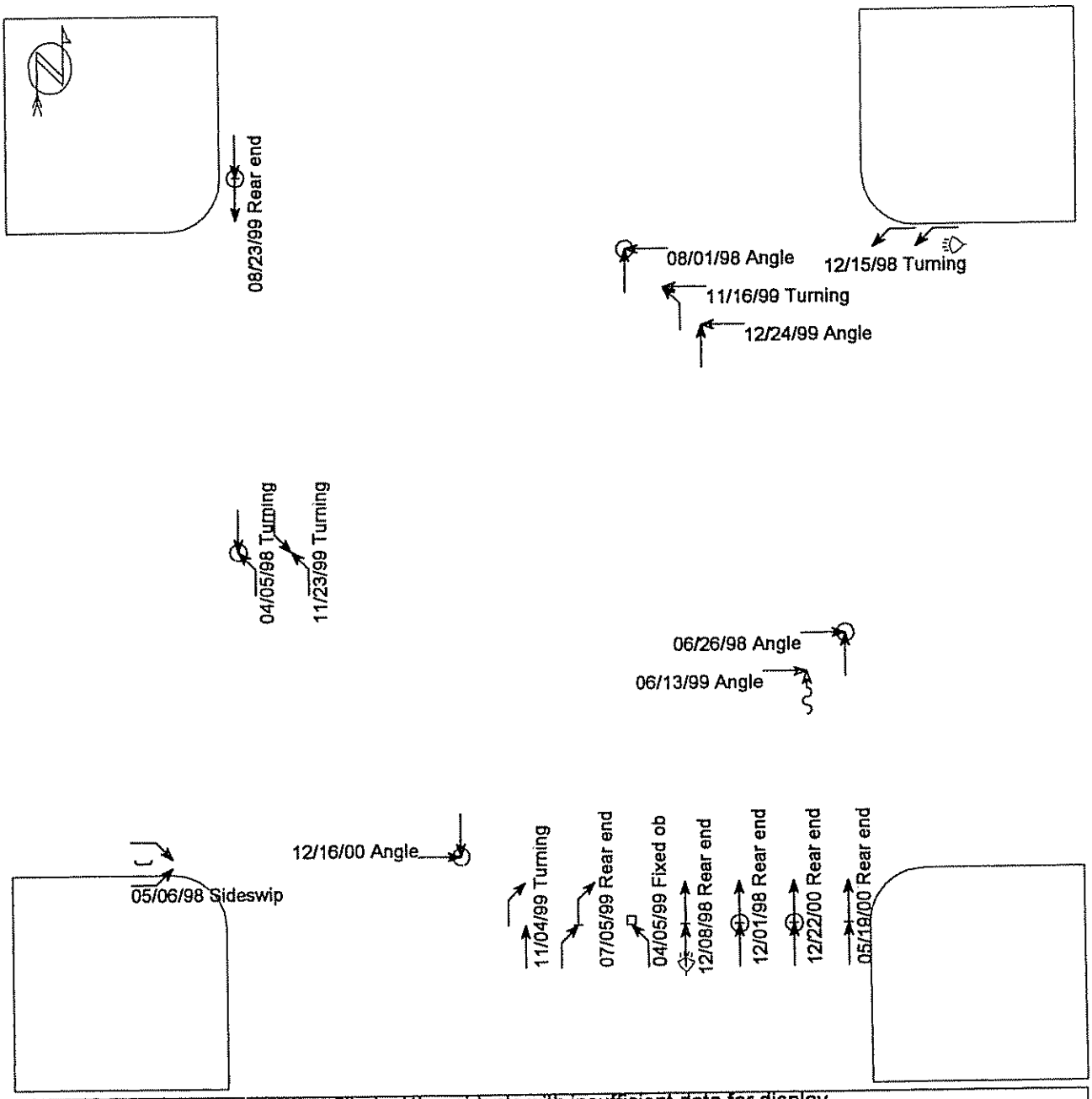

| | |
|---|---|
| 00 | 2.7% |
| 01 | 1.8% |
| 02 | 1.8% |
| 03 | 0.9% |
| 05 | 2.7% |
| 06 | 2.7% |
| 07 | 0.9% |
| 08 | 2.7% |
| 09 | 7.2% |
| 10 | 7.2% |
| 11 | 2.7% |
| 12 | 7.2% |
| 13 | 6.3% |
| 14 | 6.3% |
| 15 | 7.2% |
| 16 | 9.9% |
| 17 | 4.5% |
| 18 | 5.4% |
| 19 | 1.8% |
| 20 | 3.6% |
| 21 | 2.7% |
| 22 | 5.4% |
| 23 | 6.3% |
| Total: | 100.0% |

## Lighting Conditions




| | |
|---|---|
| DAWN | 5.4% |
| DAY | 61.3% |
| DUSK | 0.9% |
| LIGHTED | 14.4% |
| NIGHT | 16.2% |
| UNKNOWN | 1.8% |
| Total: | 100.0% |

# IL251 @ MAY RD 98-2000 HAL#050-0024
# 19 Accidents 02/04/98 - 12/22/00




(clear filter), (1) accidents with insufficient data for display

| | | | |
|---|---|---|---|
| Straight | Parked | Pedestrian | Fixed objects: |
| Stopped | Erratic | Bicycle | General, Pole, Signal, Curb, Tree, Animal |
| Unknown | Out of control | Injury | |
| Backing | Right turn | Fatality | |
| Overtaking | Left turn | Nighttime | 3rd vehicle |
| Sideswipe | U-turn | DUI | Extra data |

COLLISION DIAGRAM INFORMATION >>>> 0500024 <<<<

1998-2000 HALIS INTERS
ILL 251 AT MILE 52.57 LASALLE RD 8002
LASALLE COUNTY 050 PERU
4LANE DIV URB SIG INTER

| DATE | HOUR | WEATHER | RD-SURF | #-INJ | #-K | TYPE COLLISION | MILE-STA | QD | LTC | VT | V-DIR | MANV/INVOLMNTS | DRIVER RES | COND |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 19 00 | 16 | CLEAR | DRY | 00 | 00 | REAR END-BOTH MOV | 52.57 | NS | 1 | ST | N | 01 111 | OUT STATE | 5 |
| | | | | | | | | | | VN | N | 11 111 | STATE RES | 5 |
| 12 16 00 | 13 | CLEAR | WET | 01 | 00 | ANGLE | 52.57 | NS | 1 | PU | S | 01 111 | COUNTY RES | 5 |
| | | | | | | | | | | LC | E | 01 111 | STATE RES | 5 |
| 12 22 00 | 09 | CLEAR | WET | 02 | 00 | REAR END-BOTH MOV | 52.57 | NS | 1 | VN | N | 01 111 | OUT STATE | 5 |
| | | | | | | | | | | OT | N | 11 111 | OUT STATE | 5 |
| | | | | | | | | | | ST | W | 01 111 | OUT STATE | 5 |
| 02 04 98 | 13 | NOT STAT | NOT STAT | 00 | 00 | PARKED VEHICLE | 52.57 | NS | 1 | NS | NOT ST | 99 111 | STATE RES | 8 |
| | | | | | | | | | | NS | NOT ST | 99 111 | STATE RES | 8 |
| 04 05 98 | 15 | CLEAR | DRY | 05 | 00 | TURNING | 52.57 | NS | 1 | LC | NW | 03 114 | STATE RES | 5 |
| | | | | | | | | | | LC | S | 01 114 | STATE RES | 5 |
| | | | | | | | | | | OT | E | 11 114 | CITY RES | 5 |
| 05 06 98 | 05 | RAIN | WET | 00 | 00 | SIDESWIPE-SAM DIR | 52.57 | NS | 2 | ST | E | 04 111 | OUT STATE | 5 |
| | | | | | | | | | | LC | E | 08 111 | CITY RES | 5 |
| 06 26 98 | 22 | CLEAR | DRY | 01 | 00 | ANGLE | 52.57 | NS | 5 | LC | N | 01 111 | STATE RES | 5 |
| | | | | | | | | | | VN | E | 01 111 | COUNTY RES | 5 |
| 08 01 98 | 16 | CLEAR | DRY | 03 | 00 | ANGLE | 52.57 | NS | 1 | LC | W | 01 114 | COUNTY RES | 5 |
| | | | | | | | | | | PU | N | 01 114 | STATE RES | 5 |
| 12 01 98 | 13 | CLEAR | DRY | 03 | 00 | REAR END-BOTH MOV | 52.57 | NS | 1 | PU | N | 01 111 | COUNTY RES | 5 |
| | | | | | | | | | | LC | N | 01 111 373 | STATE RES | 5 |
| 12 08 98 | 19 | CLEAR | DRY | 00 | 00 | REAR END-BOTH MOV | 52.57 | NS | 4 | VN | N | 01 114 | OUT STATE | 5 |
| | | | | | | | | | | OT | N | 01 114 | STATE RES | 5 |
| 12 15 98 | 01 | CLEAR | NOT STAT | 00 | 00 | TURNING | 52.57 | NS | 4 | LC | W | 03 111 999 | NOT STATED | 5 |
| | | | | | | | | | | ST | W | 03 111 999 | STATE RES | 8 |
| 04 05 99 | 23 | RAIN | WET | 00 | 00 | FIXED OBJECT | 52.57 | NS | 5 | LC | NW | 03 293 | CITY RES | 5 |
| 06 13 99 | 10 | RAIN | WET | 00 | 00 | ANGLE | 52.57 | NS | 1 | OT | N | 15 113 | CITY RES | 5 |
| | | | | | | | | | | LC | E | 01 111 | COUNTY RES | 5 |
| 07 05 99 | 12 | CLEAR | DRY | 00 | 00 | REAR END-BOTH MOV | 52.57 | NS | 1 | PU | NW | 04 113 | COUNTY RES | 5 |
| | | | | | | | | | | VN | NW | 04 113 | STATE RES | 5 |
| 08 23 99 | 18 | RAIN | WET | 02 | 00 | REAR END-BOTH MOV | 52.57 | NS | 1 | LC | S | 01 111 | CITY RES | 5 |
| | | | | | | | | | | LC | S | 01 111 | STATE RES | 5 |
| 11 04 99 | 23 | CLEAR | DRY | 00 | 00 | TURNING | 52.57 | NS | 5 | LC | NW | 04 113 | COUNTY RES | 5 |
| | | | | | | | | | | LC | N | 01 113 | STATE RES | 5 |
| 11 16 99 | 17 | CLEAR | DRY | 00 | 00 | TURNING | 52.57 | NS | 5 | LC | NE | 03 113 | STATE RES | 5 |
| | | | | | | | | | | PU | W | 01 113 | COUNTY RES | 5 |
| 11 23 99 | 10 | RAIN | WET | 00 | 00 | TURNING | 52.57 | NS | 1 | LC | NW | 03 113 | OUT STATE | 5 |
| | | | | | | | | | | LC | SW | 03 113 | CITY RES | 5 |
| 12 24 99 | 15 | NOT STAT | WET | 00 | 00 | ANGLE | 52.57 | NS | 1 | LC | W | 01 113 | STATE RES | 5 |
| | | | | | | | | | | LC | N | 01 113 | COUNTY RES | 5 |
| | | | | | | | | | | LC | N | 01 111 | COUNTY RES | 5 |

| LENGTH | A.D.T. | COLOR | 1998 | 1999 | 2000 | TOTAL | F.A. | P.I. | P.D. | TOT-KILLED | TOT-INJ | ACC-A | ACC-B | ACC-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 12400 | | 8 | 8 | 3 | 19 | | 7 | 12 | | 17 | 3 | 3 | 1 |

| CRIT FREQ | ACC RATE | CRIT RATE | E.P.D.O. | CRIT E.P.D.O. | DELTA CHANGE | CRIT DELTA CHANGE |
|---|---|---|---|---|---|---|
| 63.17 | 1.400 | 1.268 | 2.950 | 2.900 | -0.070 | 0.311 |

COLLISION DIAGRAM SUMMARY >>>> 0500024 <<<<

1998-2000 HALIS INTERS
ILL 251 AT MILE 52.57 LASALLE RD 8002
LASALLE COUNTY 050 PERU

4LANE DIV URB SIG INTER

| TYPE OF COLLISION | ON ROAD TOTAL | ON ROAD % | OFF ROAD TOTAL | OFF ROAD % | ON/OFF ROAD TOTAL | ON/OFF ROAD % |
|---|---|---|---|---|---|---|
| OVERTURNED | 0 | .00 | 0 | .00 | 0 | .00 |
| PEDESTRIAN | 0 | .00 | 0 | .00 | 0 | .00 |
| TRAIN | 0 | .00 | 0 | .00 | 0 | .00 |
| PEDALCYCLIST | 0 | .00 | 0 | .00 | 0 | .00 |
| ANIMAL | 0 | .00 | 0 | .00 | 0 | .00 |
| FIXED OBJECT | 1 | 5.26 | 0 | .00 | 1 | 5.26 |
| OTHER OBJECT | 0 | .00 | 0 | .00 | 0 | .00 |
| OTHER NON-COLLISION | 0 | .00 | 0 | .00 | 0 | .00 |
| PARKED VEHICLE | 1 | 5.26 | 0 | .00 | 1 | 5.26 |
| REAR END | 6 | 31.57 | 0 | .00 | 6 | 31.57 |
| HEAD ON | 0 | .00 | 0 | .00 | 0 | .00 |
| SIDESWIPE SAME DIR | 1 | 5.26 | 0 | .00 | 1 | 5.26 |
| SIDESWIPE OPP DIR | 0 | .00 | 0 | .00 | 0 | .00 |
| ANGLE | 5 | 26.31 | 0 | .00 | 5 | 26.31 |
| TURNING | 5 | 26.31 | 0 | .00 | 5 | 26.31 |
| OTHER | 0 | .00 | 0 | .00 | 0 | .00 |
| TOTAL | 19 | 100.00 | 0 | .00 | 19 | 100.00 |

| VEH DIR | TOTAL | % |
|---|---|---|
| NOT ST | 2 | 5.00 |
| NORTH | 14 | 35.00 |
| NE | 1 | 2.50 |
| EAST | 6 | 15.00 |
| SE | 0 | .00 |
| SOUTH | 4 | 10.00 |
| SW | 1 | 2.50 |
| WEST | 6 | 15.00 |
| NW | 6 | 15.00 |
| TOTAL | 40 | 100.00 |

| HOUR | TOTAL | % |
|---|---|---|
| MID | 0 | .00 |
| 01 | 1 | 5.26 |
| 02 | 0 | .00 |
| 03 | 0 | .00 |
| 04 | 0 | .00 |
| 05 | 1 | 5.26 |
| 06 | 0 | .00 |
| 07 | 0 | .00 |
| 08 | 0 | .00 |
| 09 | 1 | 5.26 |
| 10 | 2 | 10.52 |
| 11 | 0 | .00 |
| NOON | 1 | 5.26 |
| 13 | 3 | 15.78 |
| 14 | 0 | .00 |
| 15 | 2 | 10.52 |
| 16 | 2 | 10.52 |
| 17 | 1 | 5.26 |
| 18 | 1 | 5.26 |
| 19 | 1 | 5.26 |
| 20 | 0 | .00 |
| 21 | 0 | .00 |
| 22 | 1 | 5.26 |
| 23 | 2 | 10.52 |
| NOT-ST | 0 | .00 |
| TOTAL | 19 | 100.00 |

| WEATHER | TOTAL | % |
|---|---|---|
| NOT STATED | 2 | 10.52 |
| CLEAR | 12 | 63.15 |
| RAIN | 5 | 26.31 |
| SNOW | 0 | .00 |
| OTHER | 0 | .00 |
| TOTAL | 19 | 100.00 |

| ROAD SURFACE | TOTAL | % |
|---|---|---|
| NOT STATED | 2 | 10.52 |
| DRY | 9 | 47.36 |
| WET | 8 | 42.10 |
| ICE/SNOW | 0 | .00 |
| OTHER | 0 | .00 |
| TOTAL | 19 | 100.00 |

| DR. RES | TOTAL | % |
|---|---|---|
| NOT STATED | 1 | 2.50 |
| CITY | 6 | 15.00 |
| COUNTY | 10 | 25.00 |
| STATE | 16 | 40.00 |
| OUT ST | 7 | 17.50 |
| TOTAL | 40 | 100.00 |

| ENFORCEMENT | TOTAL | % |
|---|---|---|
| NONE | 0 | .00 |
| CITY POLICE | 18 | 94.73 |
| COUNTY POLICE | 0 | .00 |
| STATE POLICE | 1 | 5.26 |
| CITY POLICE OTHER | 0 | .00 |
| CITY DESK | 0 | .00 |
| COUNTY DESK | 0 | .00 |
| STATE DESK | 0 | .00 |
| OTHER DESK | 0 | .00 |
| TOTAL | 19 | 100.00 |

| VEHICLE TYPE | TOTAL | % |
|---|---|---|
| NOT STATED | 2 | 5.00 |
| PASS CAR/LARGE | 20 | 50.00 |
| PASS CAR/SMALL | 0 | .00 |
| TRUCK/TRACTOR | 0 | .00 |
| SEMI TRUCK | 4 | 10.00 |
| VAN | 5 | 12.50 |
| PICKUP | 5 | 12.50 |
| FARM EQUIPMENT | 0 | .00 |
| BUS | 0 | .00 |
| MOTORCYCLE | 0 | .00 |
| OTHER | 4 | 10.00 |
| TOTAL | 40 | 100.00 |

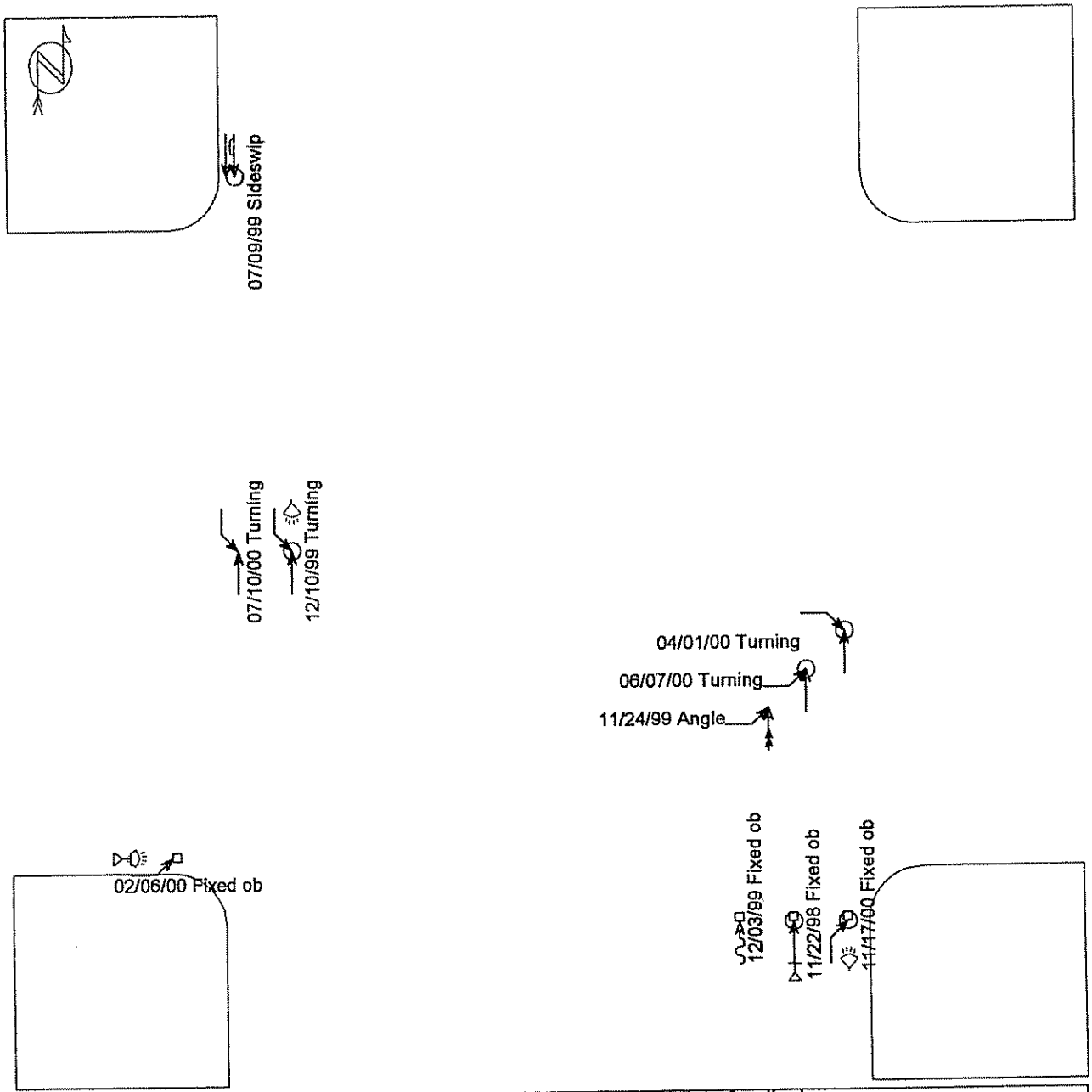
| LIGHT COND | TOTAL | % |
|---|---|---|
| NOT STATED | 0 | .00 |
| DAYLIGHT | 12 | 63.15 |
| DAWN | 1 | 5.26 |
| DUSK | 0 | .00 |
| DARK | 2 | 10.52 |
| DARK-RD LITD | 4 | 21.05 |
| TOTAL | 19 | 100.00 |

| DAY | TOTAL | % |
|---|---|---|
| MON | 3 | 15.78 |
| TUE | 5 | 26.31 |
| WED | 2 | 10.52 |
| THU | 1 | 5.26 |
| FRI | 4 | 21.05 |
| SAT | 2 | 10.52 |
| SUN | 2 | 10.52 |
| TOTAL | 19 | 100.00 |

| LENGTH | A.D.T. | COLOR | 1998 | 1999 | 2000 | TOTAL | F.A. | P.I. | P.D. | TOT-KILLED | TOT-INJ | ACC-A | ACC-B | ACC-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 12400 | | 8 | 8 | 3 | 19 | | 7 | 12 | | 17 | 3 | 3 | 1 |

| CRIT FREQ | ACC RATE | CRIT RATE | E.P.D.O. | CRIT E.P.D.O. | DELTA CHANGE | CRIT DELTA CHANGE |
|---|---|---|---|---|---|---|
| 63.17 | 1.400 | 1.268 | 2.950 | 2.900 | -0.070 | 0.311 |

# IL 251@ I-80EB 98-2000 HAL#050-0023
# 11 Accidents 11/22/98 - 11/17/00




(clear filter), (1) accidents with insufficient data for display

| | | | |
|---|---|---|---|
| Straight | Parked | Pedestrian | Fixed objects: |
| Stopped | Erratic | Bicycle | General, Signal, Tree, Pole, Curb, Animal |
| Unknown | Out of control | Injury | |
| Backing | Right turn | Fatality | |
| Overtaking | Left turn | Nighttime | 3rd vehicle |
| Sideswipe | U-turn | DUI | Extra data |

COLLISION DIAGRAM SUMMARY >>>> 0500023 <<<<

1998-2000 HALIS INTERS
ILL 251 AT MILE 52.23 ENT IL 251 TO 9080
LASALLE COUNTY 050 PERU

4LANE DIV URB SIG INTER

| TYPE OF COLLISION | ON ROAD TOTAL | ON ROAD % | OFF ROAD TOTAL | OFF ROAD % | ON/OFF ROAD TOTAL | ON/OFF ROAD % |
|---|---|---|---|---|---|---|
| OVERTURNED | 0 | .00 | 0 | .00 | 0 | .00 |
| PEDESTRIAN | 0 | .00 | 0 | .00 | 0 | .00 |
| TRAIN | 0 | .00 | 0 | .00 | 0 | .00 |
| PEDALCYCLIST | 0 | .00 | 0 | .00 | 0 | .00 |
| ANIMAL | 0 | .00 | 0 | .00 | 0 | .00 |
| FIXED OBJECT | 4 | 36.36 | 0 | .00 | 4 | 36.36 |
| OTHER OBJECT | 0 | .00 | 0 | .00 | 0 | .00 |
| OTHER NON-COLLISION | 0 | .00 | 0 | .00 | 0 | .00 |
| PARKED VEHICLE | 0 | .00 | 0 | .00 | 0 | .00 |
| REAR END | 1 | 9.09 | 0 | .00 | 1 | 9.09 |
| HEAD ON | 0 | .00 | 0 | .00 | 0 | .00 |
| SIDESWIPE SAME DIR | 1 | 9.09 | 0 | .00 | 1 | 9.09 |
| SIDESWIPE OPP DIR | 0 | .00 | 0 | .00 | 0 | .00 |
| ANGLE | 1 | 9.09 | 0 | .00 | 1 | 9.09 |
| TURNING | 4 | 36.36 | 0 | .00 | 4 | 36.36 |
| OTHER | 0 | .00 | 0 | .00 | 0 | .00 |
| TOTAL | 11 | 100.00 | 0 | .00 | 11 | 100.00 |

| VEH DIR | TOTAL | % |
|---|---|---|
| NOT ST | 2 | 11.11 |
| NORTH | 8 | 44.44 |
| NE | 0 | .00 |
| EAST | 4 | 22.22 |
| SE | 1 | 5.55 |
| SOUTH | 3 | 16.66 |
| SW | 0 | .00 |
| WEST | 0 | .00 |
| NW | 0 | .00 |
| TOTAL | 18 | 100.00 |

| HOUR | TOTAL | % |
|---|---|---|
| MID | 1 | 9.09 |
| 01 | 1 | 9.09 |
| 02 | 0 | .00 |
| 03 | 0 | .00 |
| 04 | 0 | .00 |
| 05 | 0 | .00 |
| 06 | 0 | .00 |
| 07 | 0 | .00 |
| 08 | 0 | .00 |
| 09 | 1 | 9.09 |
| 10 | 1 | 9.09 |
| 11 | 0 | .00 |
| NOON | 1 | 9.09 |
| 13 | 0 | .00 |
| 14 | 1 | 9.09 |
| 15 | 0 | .00 |
| 16 | 2 | 18.18 |
| 17 | 1 | 9.09 |
| 18 | 0 | .00 |
| 19 | 0 | .00 |
| 20 | 0 | .00 |
| 21 | 1 | 9.09 |
| 22 | 1 | 9.09 |
| 23 | 0 | .00 |
| NOT-ST | 0 | .00 |
| TOTAL | 11 | 100.00 |

| WEATHER | TOTAL | % |
|---|---|---|
| NOT STATED | 1 | 9.09 |
| CLEAR | 8 | 72.72 |
| RAIN | 2 | 18.18 |
| SNOW | 0 | .00 |
| OTHER | 0 | .00 |
| TOTAL | 11 | 100.00 |

| ROAD SURFACE | TOTAL | % |
|---|---|---|
| NOT STATED | 1 | 9.09 |
| DRY | 7 | 63.63 |
| WET | 3 | 27.27 |
| ICE/SNOW | 0 | .00 |
| OTHER | 0 | .00 |
| TOTAL | 11 | 100.00 |

| DR. RES | TOTAL | % |
|---|---|---|
| NOT STATED | 0 | .00 |
| CITY | 1 | 5.55 |
| COUNTY | 7 | 38.88 |
| STATE | 8 | 44.44 |
| OUT ST | 2 | 11.11 |
| TOTAL | 18 | 100.00 |

| ENFORCEMENT | TOTAL | % |
|---|---|---|
| NONE | 0 | .00 |
| CITY POLICE | 8 | 72.72 |
| COUNTY POLICE | 0 | .00 |
| STATE POLICE | 1 | 9.09 |
| CITY POLICE OTHER | 0 | .00 |
| CITY DESK | 1 | 9.09 |
| COUNTY DESK | 0 | .00 |
| STATE DESK | 1 | 9.09 |
| OTHER DESK | 0 | .00 |
| TOTAL | 11 | 100.00 |

| VEHICLE TYPE | TOTAL | % |
|---|---|---|
| NOT STATED | 0 | .00 |
| PASS CAR/LARGE | 15 | 83.33 |
| PASS CAR/SMALL | 0 | .00 |
| TRUCK/TRACTOR | 0 | .00 |
| SEMI TRUCK | 0 | .00 |
| VAN | 2 | 11.11 |
| PICKUP | 0 | .00 |
| FARM EQUIPMENT | 0 | .00 |
| BUS | 0 | .00 |
| MOTORCYCLE | 0 | .00 |
| OTHER | 1 | 5.55 |
| TOTAL | 18 | 100.00 |

| LIGHT COND | TOTAL | % |
|---|---|---|
| NOT STATED | 0 | .00 |
| DAYLIGHT | 6 | 54.54 |
| DAWN | 0 | .00 |
| DUSK | 0 | .00 |
| DARK | 3 | 27.27 |
| DARK-RD LITD | 2 | 18.18 |
| TOTAL | 11 | 100.00 |

| DAY | TOTAL | %. |
|---|---|---|
| MON | 1 | 9.09 |
| TUE | 0 | .00 |
| WED | 3 | 27.27 |
| THU | 0 | .00 |
| FRI | 4 | 36.36 |
| SAT | 1 | 9.09 |
| SUN | 2 | 18.18 |
| TOTAL | 11 | 100.00 |

| LENGTH | A.D.T. | COLOR | 1998 | 1999 | 2000 | TOTAL | F.A. | P.I. | P.D. | TOT-KILLED | TOT-INJ | ACC-A | ACC-B | ACC-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 17500 | | 1 | 5 | 5 | 11 | | 6 | 5 | | 6 | 1 | 4 | 1 |

| CRIT FREQ | ACC RATE | CRIT RATE | E.P.D.O. | CRIT E.P.D.O. | DELTA CHANGE | CRIT DELTA CHANGE |
|---|---|---|---|---|---|---|
| 63.17 | 0.570 | 1.268 | 3.270 | 2.900 | 0.160 | 0.311 |

COLLISION DIA M INFORMATION >>>> 0500023 <<<<

1998-2000 HALIS INTERS
ILL 251 AT MILE 52.23 ENT IL 251 TO 9080
LASALLE COUNTY 050 PERU
4LANE DIV URB SIG INTER

| DATE | HOUR | WEATHER | RD-SURF | #-INJ | #-K | TYPE COLLISION | MILE-STA | QD | LTC | VT | V-DIR | MANV/INVOLMNTS | DRIVER RES | COND |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02 06 00 | 14 | CLEAR | WET | 00 | 00 | FIXED OBJECT | 52.23 | NS | 4 | LC | E | 03 999 | COUNTY RES | 9 |
| 04 01 00 | 16 | RAIN | WET | 01 | 00 | TURNING | 52.23 | NS | 1 | OT | E | 04 111 | OUT STATE | 5 |
| | | | | | | | | | | LC | N | 01 111 | COUNTY RES | 5 |
| 06 07 00 | 22 | CLEAR | DRY | 01 | 00 | TURNING | 52.23 | NS | 5 | LC | N | 01 111 223 | COUNTY RES | 5 |
| | | | | | | | | | | LC | E | 03 111 | COUNTY RES | 5 |
| 07 10 00 | 17 | CLEAR | DRY | 00 | 00 | TURNING | 52.23 | NS | 1 | LC | SE | 03 114 | OUT STATE | 5 |
| | | | | | | | | | | LC | N | 01 114 | STATE RES | 8 |
| 11 17 00 | 21 | CLEAR | DRY | 01 | 00 | FIXED OBJECT | 52.23 | NS | 4 | VN | N | 09 224 | COUNTY RES | 9 |
| 11 22 98 | 00 | CLEAR | DRY | 01 | 00 | FIXED OBJECT | 52.23 | NS | 5 | LC | N | 01 19 225 | COUNTY RES | 9 |
| 07 09 99 | 01 | CLEAR | DRY | 01 | 00 | SIDESWIPE-SAM DIR | 52.23 | NS | 1 | LC | S | 11 111 | STATE RES | 5 |
| | | | | | | | | | | LC | S | 11 111 | STATE RES | 5 |
| 11 24 99 | 12 | CLEAR | DRY | 00 | 00 | ANGLE | 52.23 | NS | 1 | LC | E | 03 90 | COUNTY RES | 5 |
| | | | | | | | | | | VN | N | 02 90 | STATE RES | 5 |
| 12 01 99 | 09 | OTHER | OTHER | 00 | 00 | REAR END-BOTH MOV | 52.23 | NS | 1 | LC | NOT ST | 01 113 | CITY RES | 8 |
| | | | | | | | | | | LC | NOT ST | 11 113 | STATE RES | 8 |
| 12 03 99 | 10 | RAIN | WET | 00 | 00 | FIXED OBJECT | 52.23 | NS | 1 | LC | N | 15 19 229 | STATE RES | 3 |
| 12 10 99 | 16 | CLEAR | DRY | 01 | 00 | TURNING | 52.23 | NS | 4 | LC | S | 03 113 | STATE RES | 5 |
| | | | | | | | | | | LC | N | 01 113 | STATE RES | 5 |

| LENGTH | A.D.T. | COLOR | 1998 | 1999 | 2000 | TOTAL | F.A. | P.I. | P.D. | TOT-KILLED | TOT-INJ | ACC-A | ACC-B | ACC-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 17500 | | 1 | 5 | 5 | 11 | | 6 | 5 | | 6 | 1 | 4 | 1 |

| CRIT FREQ | ACC RATE | CRIT RATE | E.P.D.O. | CRIT E.P.D.O. | DELTA CHANGE | CRIT DELTA CHANGE |
|---|---|---|---|---|---|---|
| 63.17 | 0.570 | 1.268 | 3.270 | 2.900 | 0.160 | 0.311 |

# Illinois Department of Transportation

**Memorandum**

| | | | |
|---|---|---|---|
| To: | Commitment File | | |
| From: | Environmental Unit | By: | R. F. Rynke |
| Subject: | Drainage and Levee Districts | | |
| Date: | September 6, 2002 | | |

FA 180 (I-80)
Section (50-2) HBK & I-3
La Salle County

The project has been reviewed for the presence of drainage districts, as suggested under B.L.E. coordination policy.

Within the project limits, No, _____ drainage districts were located.

The review is based upon the Inventory of Illinois Drainage and Levee Districts of 1971, prepared by the Illinois Department of Business and Economic Development and Division of Water and Natural Resources.

If there is an active drainage district, please contact with a letter to see if there are any plans for your project area.

For further information please contact County Treasurer.

La Salle County Treasurer – 707 Etna Road – Ottawa
phone # 815-434-8219

RFR

# Illinois Department of Transportation
## Memorandum

**To:** Tom Sancken — Attn: Duane Lukkari

**From:** Bruce Hucker — By: Tom Schaefer

**Subject:** Pavement Flooding, Maintenance Problems & Contract Maintenance work*

**Date:** October 4, 2002

Bruce A. Hucker

FAI Route 80 (I-80)
Section (50-2) HBK & I-3
LaSalle County
P-93-054-02

We have reviewed the subject project location and have no records of flooding or other maintenance concerns for this section. In addition, no contract maintenance work has been done at the subject location.

If you have any questions, please contact Tom Schaefer at Ext. 8446.

TKS:al
(s:\operations\schaef\pvtfloodno.doc)

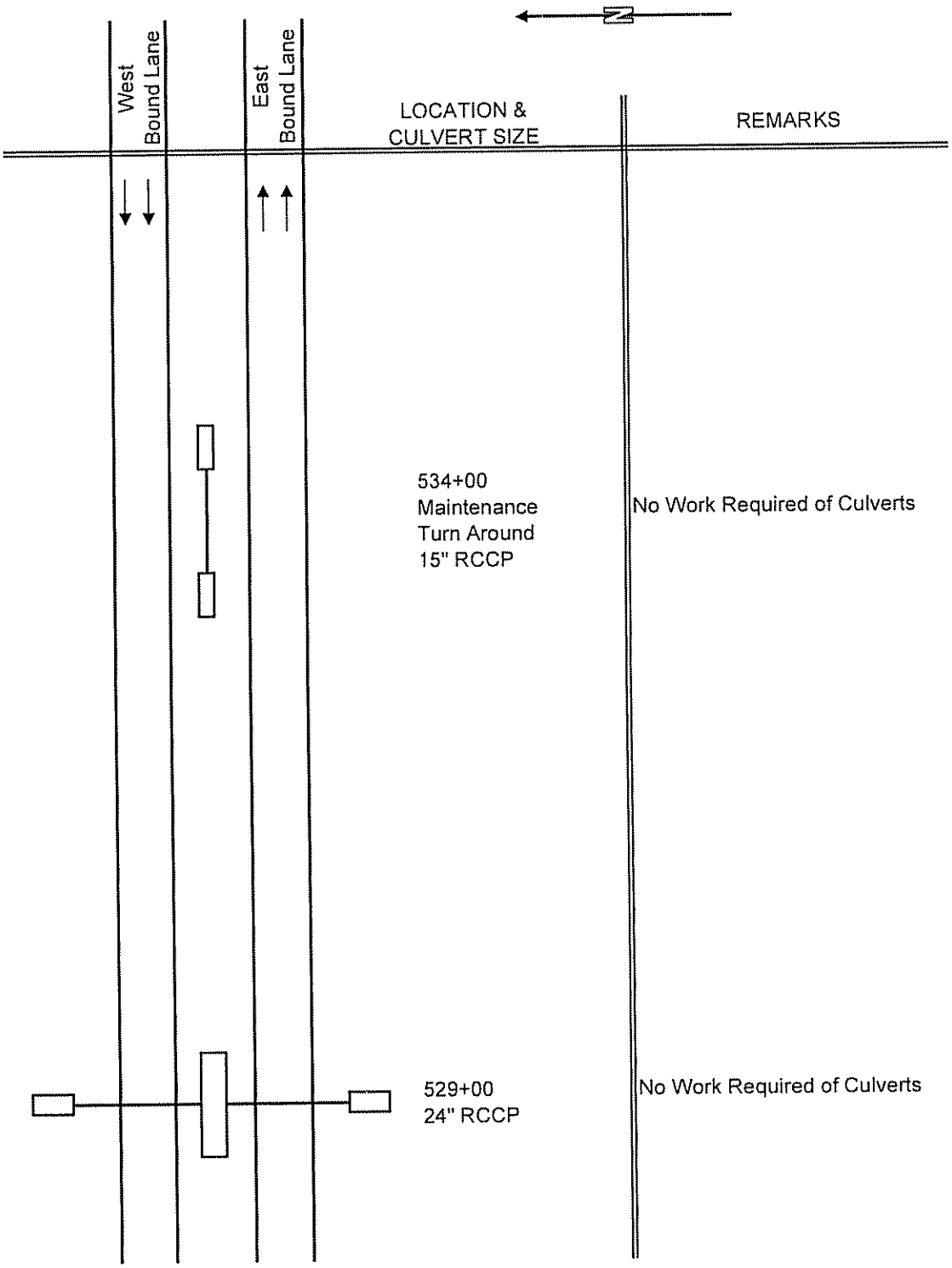
RECEIVED
STUDIES & PLANS
OCT 4 '02

| | | |
|---|---|---|
| S&P ENG | | |
| ENVIRONMENT | | |
| ESTIMATOR | | |
| GEOMETRICS | | |
| [illegible] | | |
| CATIONS | X | SL |
| [illegible] ENG | | |
| [illegible] | | |
| [illegible] | | |
| [illegible] | | |

WR /
DL X

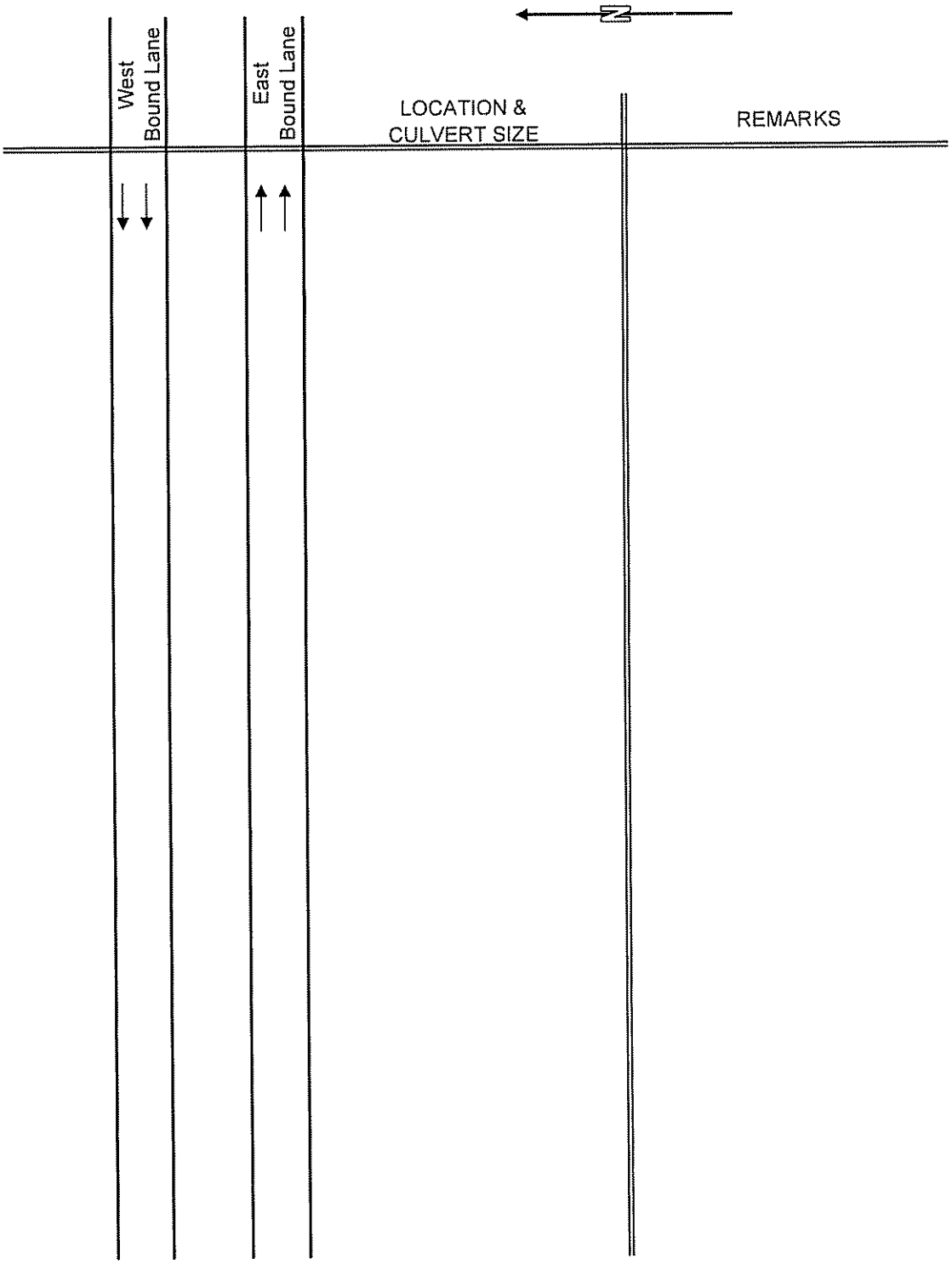
# CULVERT REHABILITATION DIAGRAM
## I-80

Station 525+00 to Station 540+00



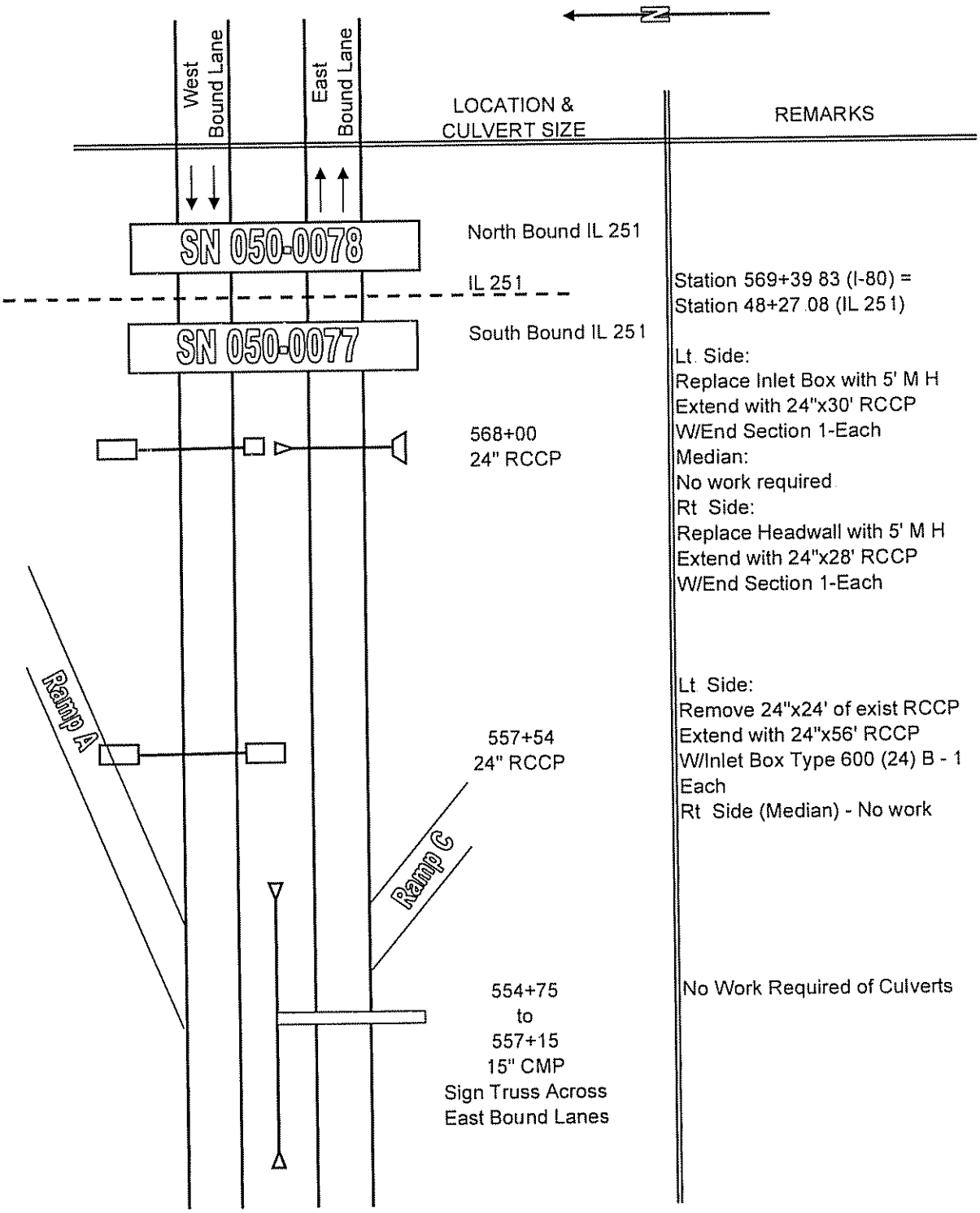
# CULVERT REHABILITATION DIAGRAM
## I-80

Station 540+00 to Station 555+00



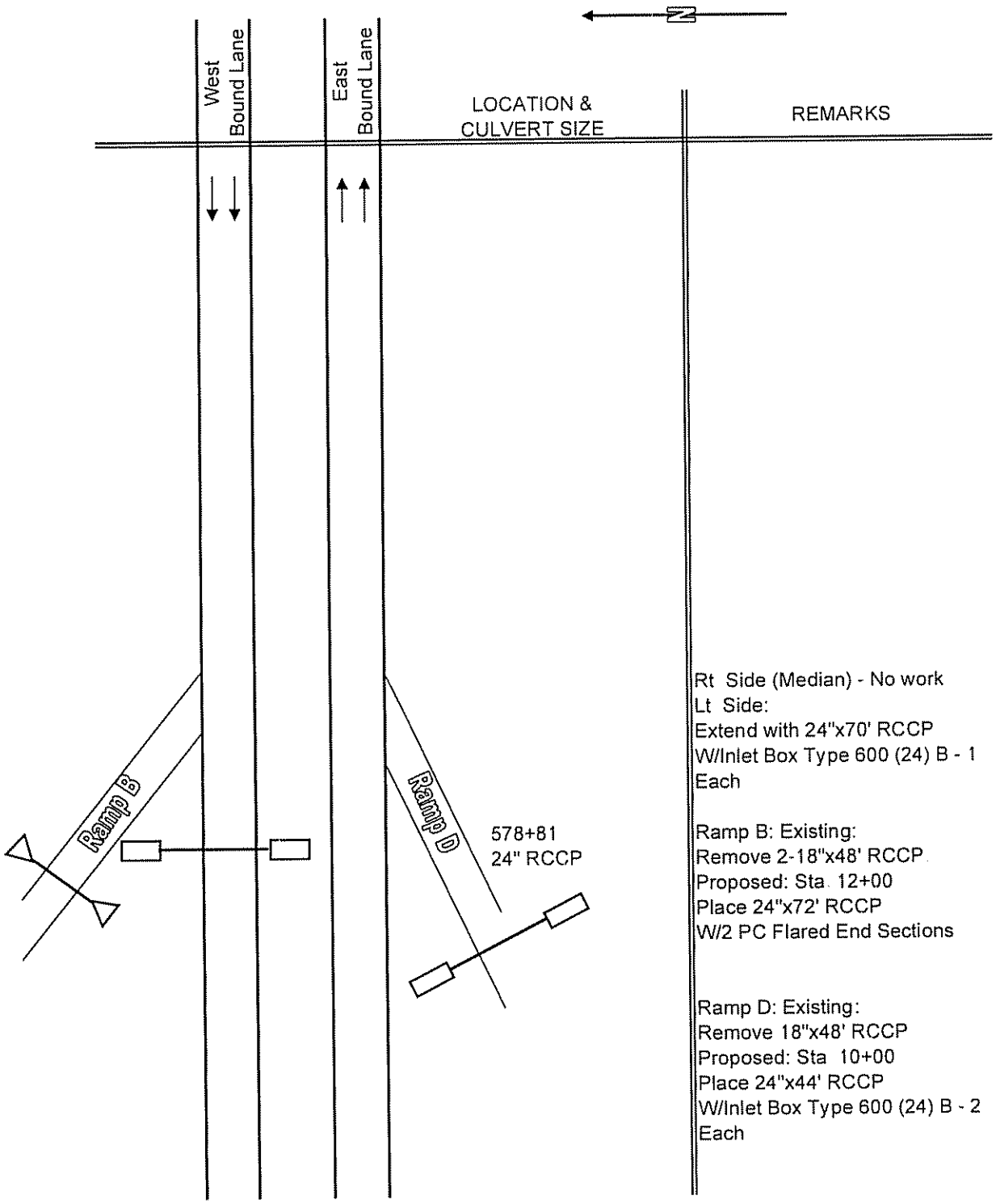
# CULVERT REHABILITATION DIAGRAM
## I-80

Station 555+00 to Station 570+00



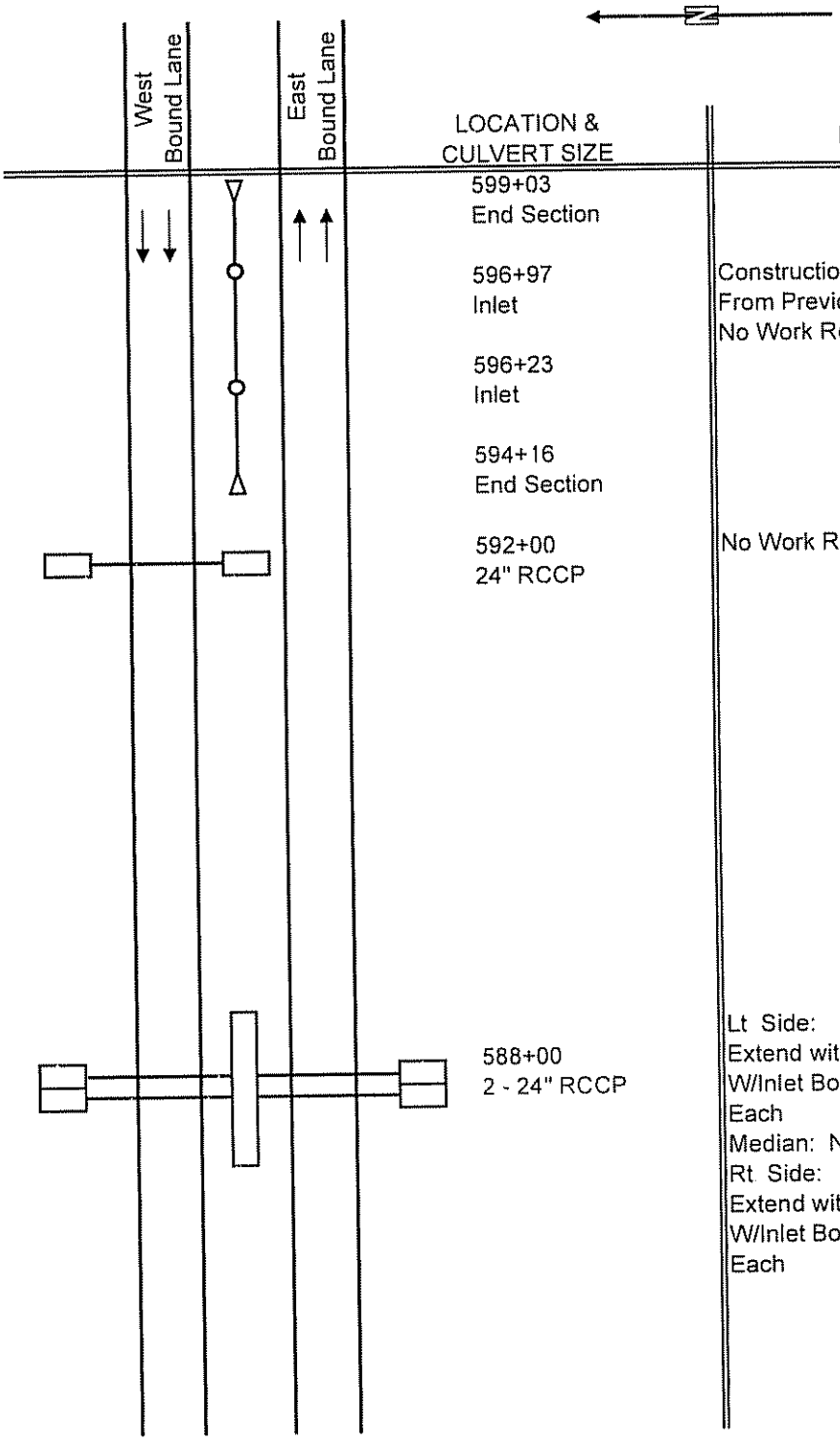
# CULVERT REHABILITATION DIAGRAM
## I-80

Station 570+00 to Station 585+00



# CULVERT REHABILITATION DIAGRAM
## I-80

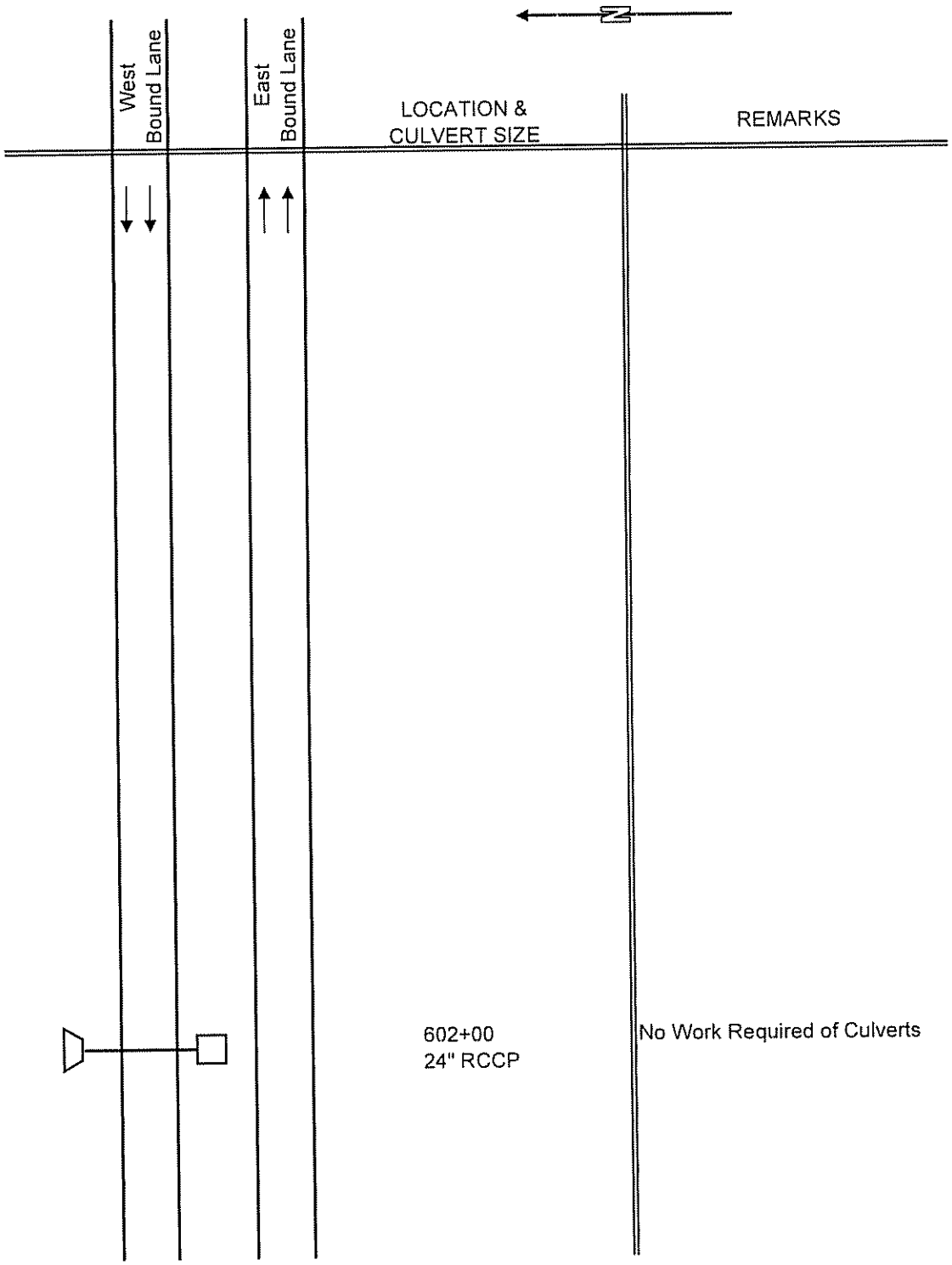
Station 585+00 to Station 600+00




| LOCATION & CULVERT SIZE | REMARKS |
|---|---|
| 599+03<br>End Section | |
| 596+97<br>Inlet | Construction Cross Over<br>From Previous Project<br>No Work Required of Culverts |
| 596+23<br>Inlet | |
| 594+16<br>End Section | |
| 592+00<br>24" RCCP | No Work Required of Culverts |
| 588+00<br>2 - 24" RCCP | Lt Side:<br>Extend with 2 - 24"x10' RCCP<br>W/Inlet Box Type 600 (24) D - 2<br>Each<br>Median: No Work<br>Rt Side:<br>Extend with 2 - 24"x12' RCCP<br>W/Inlet Box Type 600 (24) D - 2<br>Each |

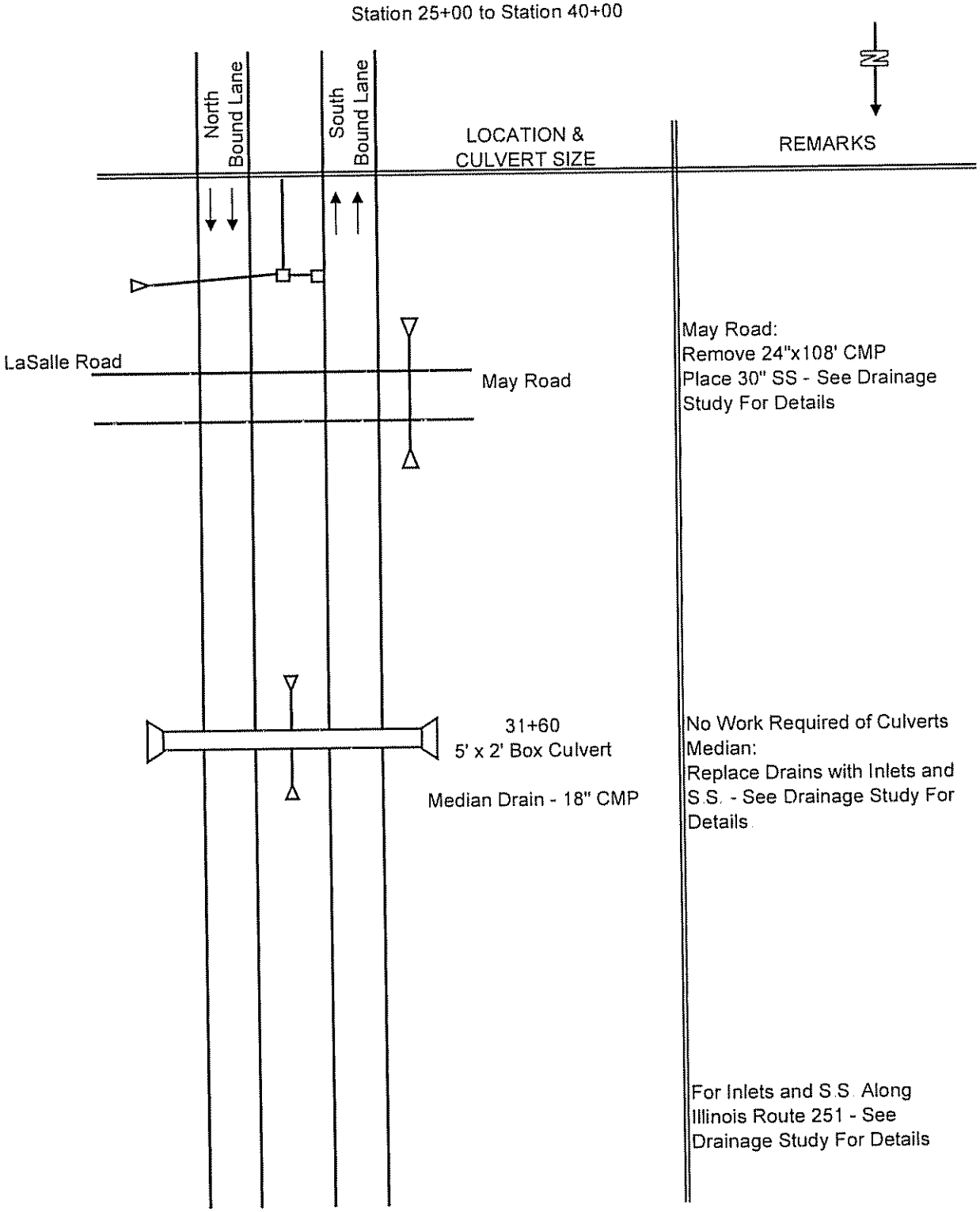
# CULVERT REHABILITATION DIAGRAM
## I-80

Station 600+00 to Station 615+00



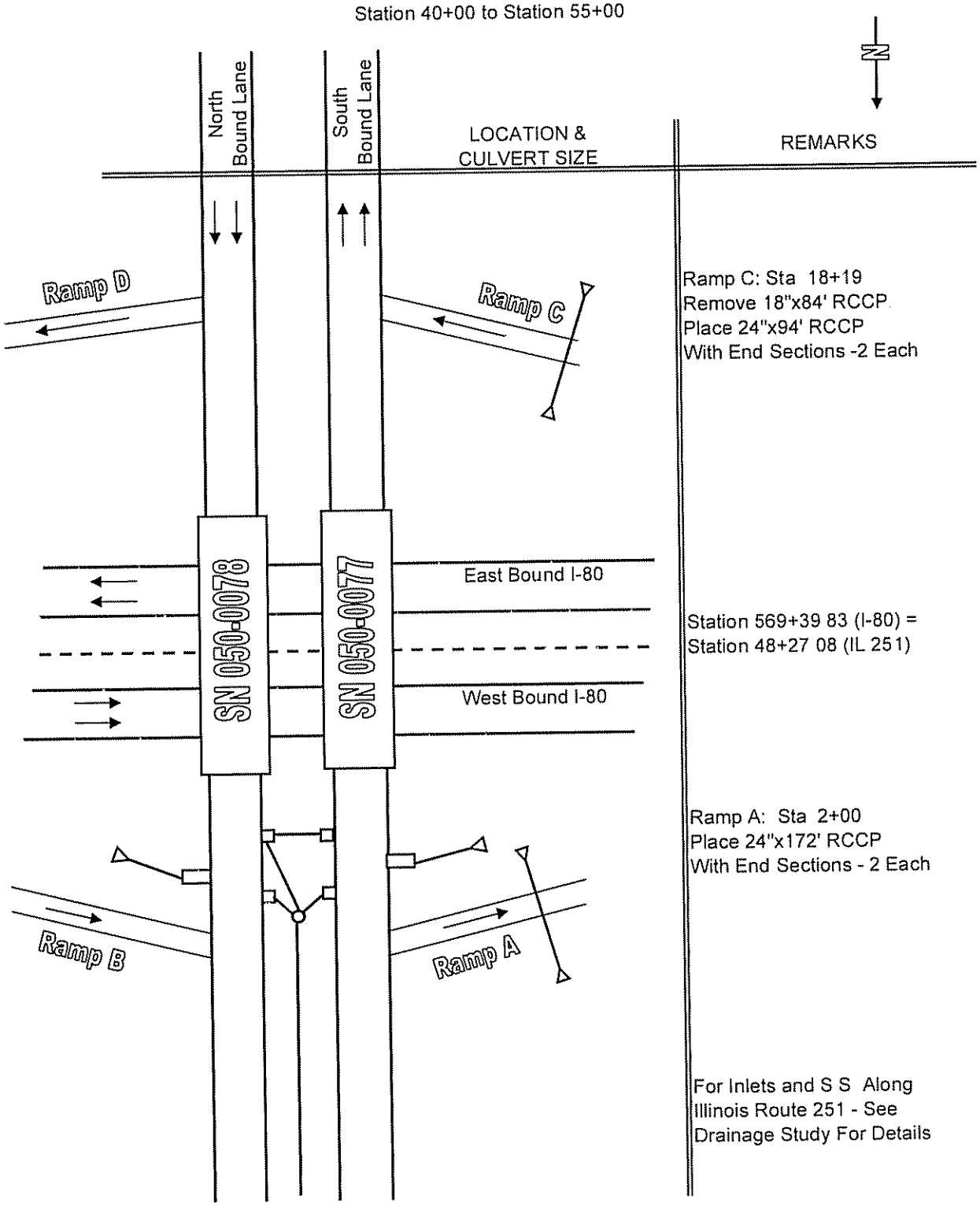
# CULVERT REHABILITATION DIAGRAM
## ILL-251

Station 25+00 to Station 40+00



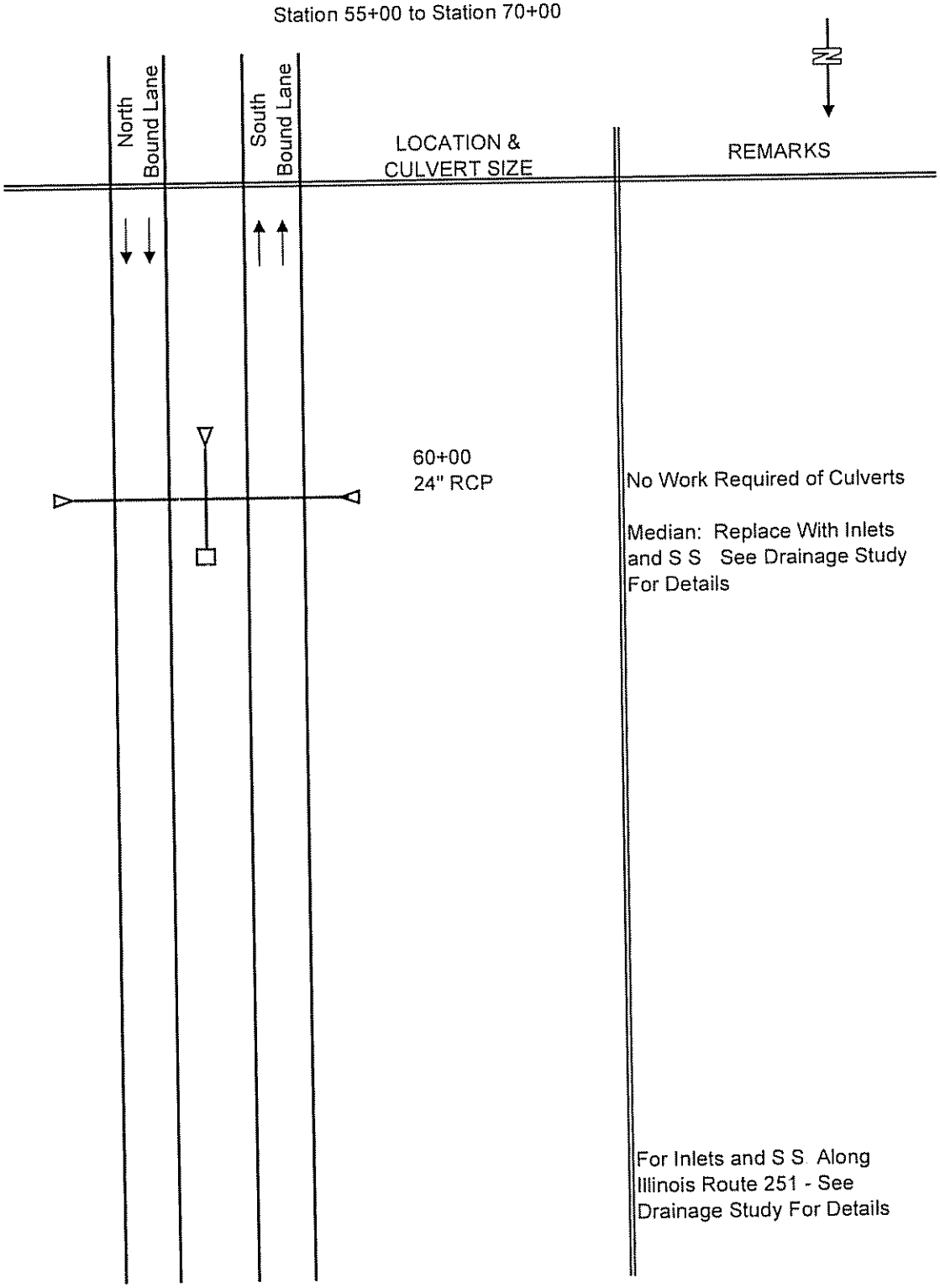
# CULVERT REHABILITATION DIAGRAM
## ILL-251

Station 40+00 to Station 55+00



# CULVERT REHABILITATION DIAGRAM
## ILL-251

Station 55+00 to Station 70+00



1/30/2006

# COST ESTIMATE

BASE YEAR 2003

| | WORK CLASSIFICATION | ESTIMATED COST IN THOUSANDS TOTAL |
|---|---|---|
| 1 | Clearing: Minor Removal Items | 202 |
| 2 | Pavement Removal & New pavement for Roadway & Ramps | 2168 |
| 3 | Earthwork | 2828 |
| 4 | Erosion Control | 255 |
| 5 | Drainage; Minor Structures | 171 |
| 6 | Driveway Removal / Replacement | 100 |
| 7 | Sub-base; Base; Shoulders; B-6.24 CCC&G | 2617 |
| 8 | Guardrail - Roadway | 19 |
| 9 | Lighting | 400 |
| 10 | Traffic Signals - Modernization or New & Sign Trusses | 560 |
| 11 | Traffic Control | 16 |
| 12 | Detours - Roadway | 231 |
| 13 | Temporary Traffic Control - Roadway | 17 |
| 14 | LaSalle/May Road | 1407 |
| 15 | Field Office and Laboratory | 27 |
| 16 | Environmental Mitigation | 458 |
| 17 | Incidental Items (5% of total unit costs) | 702 |
| 18 | **ROADWAY CONSTRUCTION SUB-TOTALS (LINES 1-17)** | **12178** |
| 19 | Structure Removal | 200 |
| 20 | Channel Excavation | 0 |
| 21 | Deck Repairs | 0 |
| 22 | Bridges | 2299 |
| 23 | Detours - Bridges | 0 |
| 24 | Temporary Traffic Control - Bridges | 70 |
| 25 | Guardrail - Bridges | 3 |
| 26 | Handrail | 0 |
| 27 | **BRIDGES CONSTRUCTION SUB-TOTAL (LINES 19-26)** | **2572** |
| 28 | Contingencies (5% of Lines 18 & 27) | 738 |
| 29 | **ROAD & BRIDGE CONST SUB-TOTAL (LINES 18, 27 & 28)** | **15488** |
| 30 | Mobilization (6% of Line 29) | 929 |
| 31 | **PHASE 1 ESTIMATED CONST. COST (LINES 29 & 30)** | **16417** |
| 32 | Utilities Adjustments | 0 |
| 33 | Land Acquisition | 600 |
| 34 | Relocations/Acquisition of BP Amoco | 400 |
| 35 | **TOTAL - PHASE 1 PROJECT COST (LINES 31-34)** | **17417** |

V:\2200\QuantitiesEstCost\CostEstimateHEI xls

**INTERCHANGE LIGHTING:**

CIL (Complete Interchange Lighting) is recommended based Section 56-2 02(b) Items 2 and 3 of the BDE Manual (Bureau of Design and Environment Manual):

Item 2 Crossroad Volume Consider providing CIL where the current ADT on the crossroad exceeds 10,000 for urban conditions, 8000 for suburban conditions, or 5000 for rural conditions.

*The 2008 ADT on the crossroad, Illinois Route 251, is 18,400 south of I-80 and 12,300 north of I-80.*

Item 3. Land Development/Lighting Conditions. Consider providing CIL at locations on unlighted freeways where existing substantial commercial or industrial development, which is lighted during hours of darkness, is located in the immediate vicinity of the interchange, or where the crossroad approach legs are lighted for 1 km (0 62 miles) or more on each side of the interchange

*The interchange is highly developed commercially in all four quadrants.*

*Located in the NE quadrant are two truck stops, Tiki and Crazy D's. Both truck stops are open 24 hours a day. Also, located in the NE quadrant are Amoco Gas Station, Advance Used Cars (Presently Closed), and Four Star Restaurant. All five businesses have parking lots that are lighted during hours of darkness. Also, a shopping mall is under construction in this quadrant.*

*Located in the NW quadrant are Homestead Motel, Econo Lodge, Shell Gas Station,Arby' s Restaurant, and McDonalds Restaurant. The Homestead Motel and Econo Lodge are open 24 hours a day. All five businesses have parking lots that are lighted during hours of darkness.*

*Located in the SW quadrant are La Quinta Inn, Fairfield Inn, Bob Evans, Red Lobster, and Cingular Wireless. La Quinta Inn and Fairfield Inn are open 24 hours a day. All businesses have parking lots that are lighted during hours of darkness.*

*Located in the SE quadrant are a Menards, Staples, and Super Bowl. Menards and Staples have parking lots that are lighted during hours of darkness.*

*The crossroad (Illinois Route 251) is lighted continuously from Unytite Road (north of the improvement) to the Illinois River (south of the improvement).*

**Hutchison Engineering, Inc.**

**Since 1945**

**Jacksonville**
**Joliet**

July 1, 2005

Illinois Department of Transportation
Division of Highways/District 3
Mr. Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer
700 East Norris Drive
Ottawa, Illinois 61350

Attn: Mr. Steve Andrews, P.E.
Acting Studies and Plans Engineer

SUBJECT: F.A.I. Route 80 (I-80)
With IL Route 251
Section (50-2)HBK & I-3
Job No. P-93-054-02
LaSalle County
PTB 124/20
D-3 No. 1512
File No. 1406

Dear Mr. Andrews:

On June 10, 2005 the subject improvement was field checked for hazardous mailbox supports in accordance with Section 58-5.03 (Mailbox Supports) of the BDE Manual (Bureau of Design and Environment Manual).

The following limits of the project was reviewed:

Illinois Route 251 was checked from station 19+00 (Approximately 600 ft north of Unytite Road) to station 73+00 (Intersection of 38th Street).

May Road was checked form station 190+00 (Approximately 1000 ft west of Illinois Route 251) to station 200+00 (Intersection of Illinois Route 251).

LaSalle Road was checked from station 200+00 (Intersection of Illinois Route 251) to station 210+00 (Approximately 1000 ft east of Illinois Route 251).

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339 West Jefferson • Joliet, IL 60435-7413
Phone: (815) 722-5272 • FAX: (815) 722-6522

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Vice President

Only three mailboxes were found. All three mailboxes are located approximately 360 feet east of Illinois Route 251 on LaSalle Road. The mailboxes are located behind a C&G (Curb and Gutter) and a 6-foot shoulder. Two of the supports were 3½-inch square wood posts. The third mailbox support is 3.8-inch diameter (12-inch circumference) wood post. The round post is in a milk can that sticks above the surrounding earth 7½ inches and is filled with compacted sand and gravel. Also, a 3½-inch square wood post (previous mailbox support) exists within the cluster of mailboxes.

Therefore, no hazardous mailbox supports were found on this project. However, the 3½ -inch square wood post serves no purpose and should be removed. Attached are two pictures of the mailbox supports and two plan drawings with the location of the mailboxes highlighted.

If you have any questions or desire additional information, please do not hesitate to call me.

Sincerely,
HUTCHISON ENGINEERING, INC.

Lyle R. Schaub

Lyle R. Schaub, P.E.
Project Engineer

cc: Mr. Gary Hutchison, HEI

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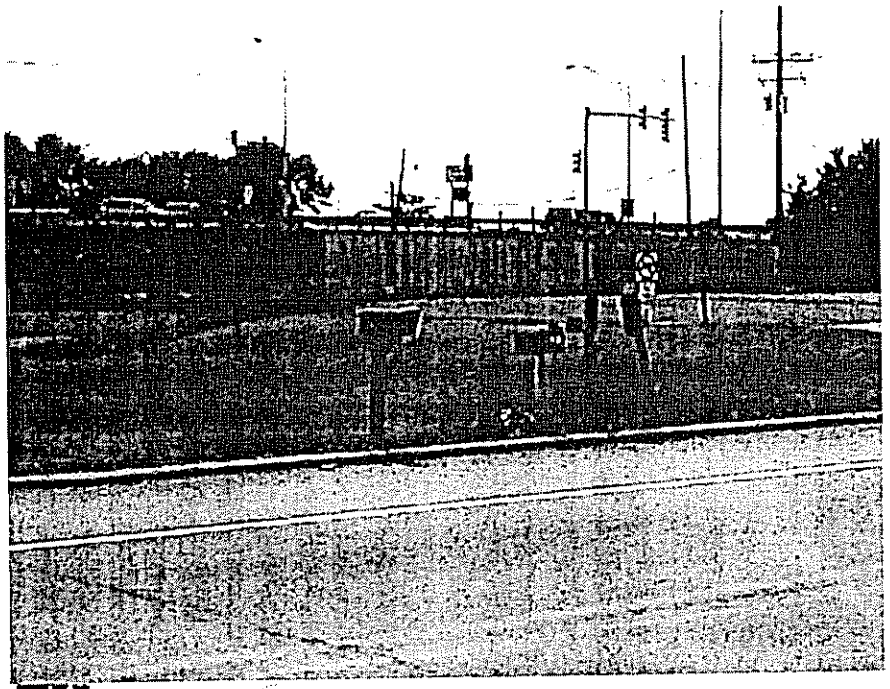

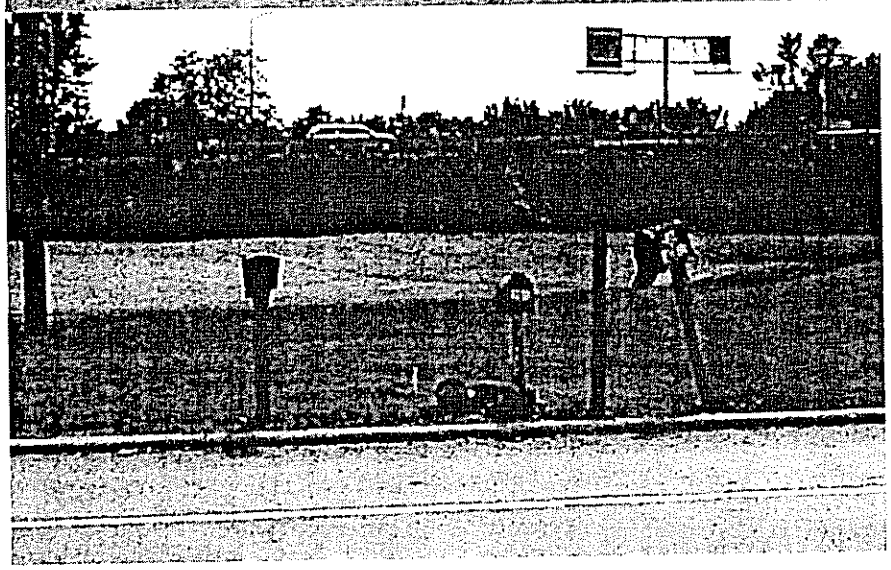

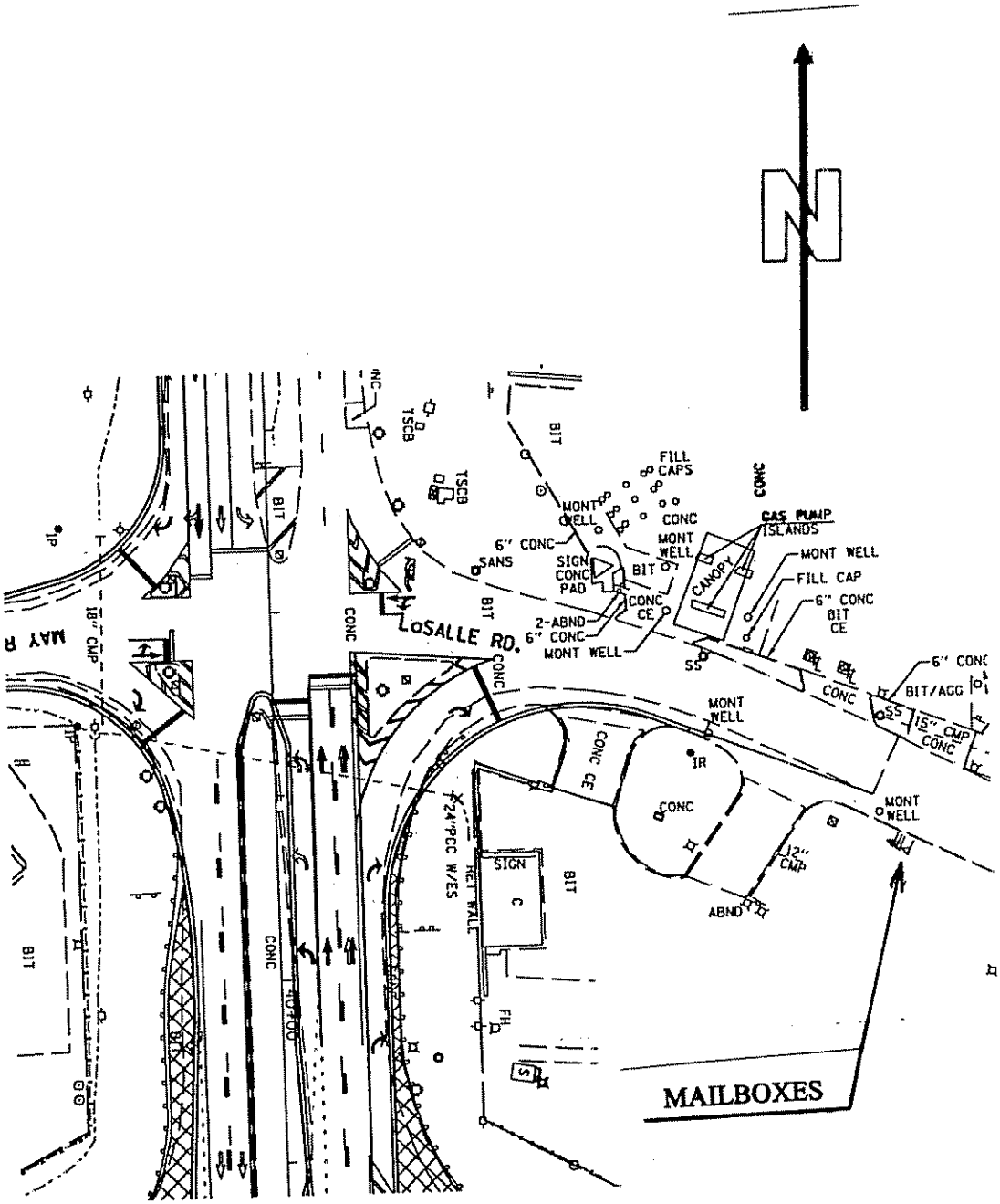
N
MAY R
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MONT WELL
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GAS PUMP ISLANDS
CANOPY
MONT WELL
FILL CAP
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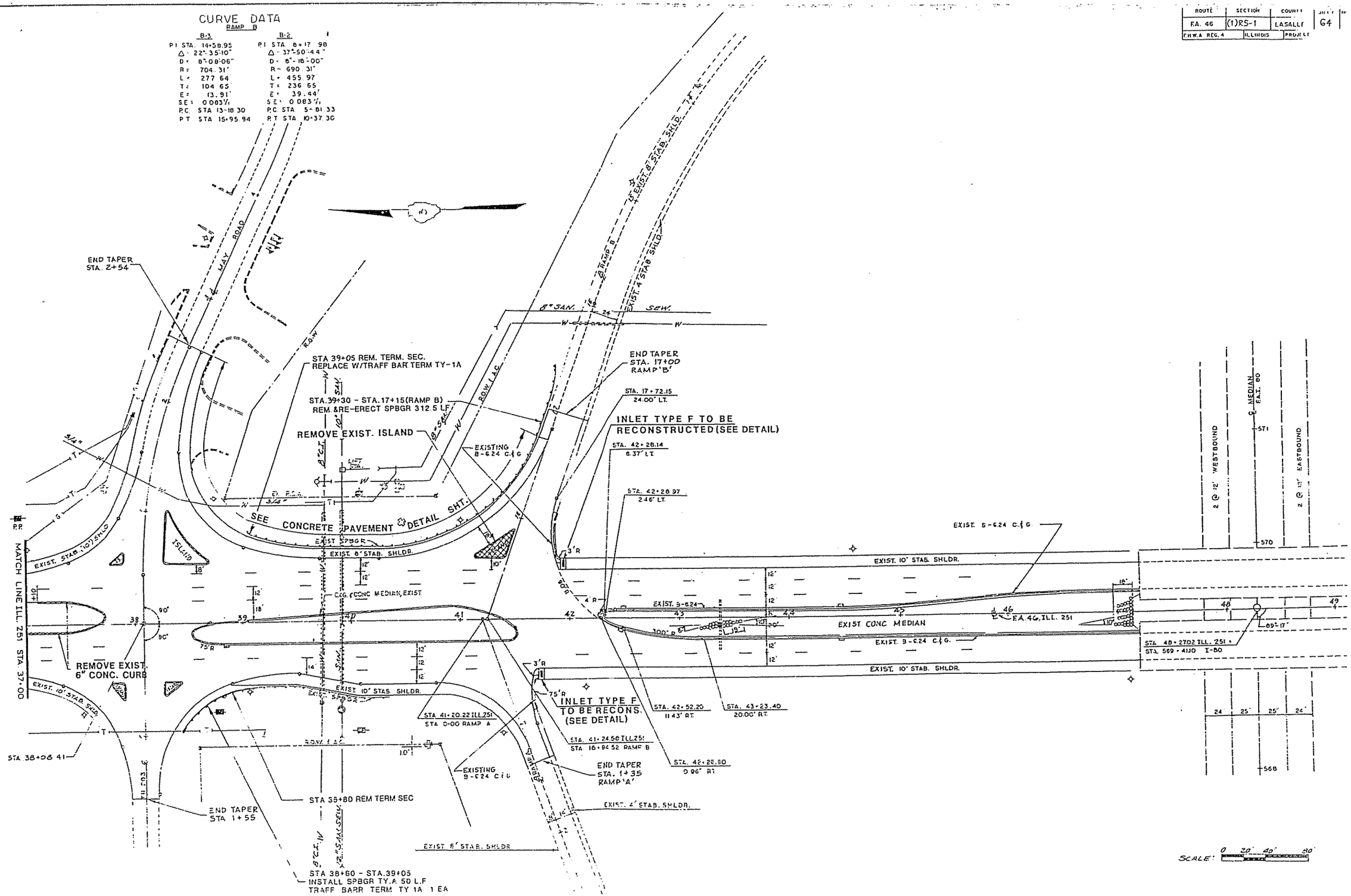
24"PCC W/ES
RET WALL
SIGN
C
FH
MAILBOXES

| ROUTE | SECTION | COUNTY | SHEET |
|---|---|---|---|
| F.A. 46 | (1)RS-1 | LASALLE | 64 |
| F.H.W.A. REG. 4 | ILLINOIS | PROJECT | |

## CURVE DATA
RAMP B

| B-3 | B-2 |
|---|---|
| P.I. STA. 14+58.95 | P.I. STA. 8+17.98 |
| Δ = 22°-35'-10" | Δ = 37°-50'-44" |
| D = 8°-08'-06" | D = 8°-18'-00" |
| R = 704.31' | R = 690.31' |
| L = 277.64' | L = 455.97' |
| T = 104.65' | T = 236.65' |
| E = 13.91' | E = 39.44' |
| S.E. = 0.083'/' | S.E. = 0.083'/' |
| P.C. STA. 13+18.30 | P.C. STA. 5+81.33 |
| P.T. STA. 15+95.94 | P.T. STA. 10+37.30 |



| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| RAMP A | | | | | | |
| 544+64.7 | 87.5 Lt. | 18 | | | 18 | Do not remove. |
| 548+60.3 | 87.9 Lt. | 8 | | 8 | | Remove |
| 548+60.3 | 87.9 Lt. | 8 | | 8 | | Remove |
| 548+60.3 | 87.9 Lt. | 10 | | 10 | | Remove |
| 548+60.3 | 87.9 Lt. | 10 | | 10 | | Remove |
| 548+68.3 | 96.3 Lt. | 6 | | 6 | | Remove |
| 548+68.3 | 96.3 Lt. | 6 | | 6 | | Remove |
| 549+77.2 | 86.4 Lt. | 8 | | 8 | | Remove |
| 549+77.2 | 86.4 Lt. | 8 | | 8 | | Remove |
| 550+37.8 | 97.8 Lt. | 18 | | | 18 | Remove |
| 552+50.0 | 90.9 Lt. | 8 | | 8 | | Remove |
| 552+50.0 | 90.9 Lt. | 8 | | 8 | | Remove |
| 552+50.0 | 90.9 Lt. | 12 | | 12 | | Remove |
| 552+77.7 | 92.0 Lt. | 18 | | | 18 | Remove |
| 552+89.5 | 99.2 Lt. | 10 | | 10 | | Remove |
| 558+26.0 | 117.7 Lt. | 24 | | | 24 | Remove |
| 558+76.0 | 109.6 Lt. | 20 | | | 20 | Remove |
| 559+36.5 | 137.0 Lt. | 12 | | 12 | | Remove |
| 559+36.5 | 137.0 Lt. | 12 | | 12 | | Remove |
| 559+36.5 | 137.0 Lt. | 12 | | 12 | | Remove |
| 559+65.1 | 129.0 Lt. | 8 | | 8 | | Remove |
| 559+65.1 | 129.0 Lt. | 8 | | 8 | | Remove |
| 559+65.1 | 129.0 Lt. | 10 | | 10 | | Remove |
| 559+65.1 | 129.0 Lt. | 10 | | 10 | | Remove |
| 559+81.3 | 141.2 Lt. | 10 | | 10 | | Remove |
| 559+81.3 | 141.2 Lt. | 10 | | 10 | | Remove |
| 560+10.6 | 147.1 Lt. | 2 | 2 | | | Remove |
| 560+10.6 | 147.1 Lt. | 10 | | 10 | | Remove |
| 560+47.7 | 167.2 Lt. | 28 | | | 28 | Remove |
| 560+66.6 | 184.0 Lt. | 8 | | 8 | | Remove |
| 560+66.6 | 184.0 Lt. | 12 | | 12 | | Remove |
| 562+65.4 | 175.1 Lt. | 11 | | 11 | | Remove |
| 563+60.9 | 176.0 Lt. | 7 | | 7 | | Remove |
| 563+61.5 | 316.2 Lt. | 7 | | 7 | | Remove |
| 563+67.7 | 315.6 Lt. | 8 | | 8 | | Remove |
| 563+67.9 | 318.9 Lt. | 6 | | 6 | | Remove |
| 563+75.5 | 239.3 Lt. | 12 | | 12 | | Remove |
| 563+82.2 | 239.6 Lt. | 12 | | 12 | | Remove |
| 563+88.9 | 320.7 Lt. | 13 | | 13 | | Remove |
| 563+89.4 | 254.8 Lt. | 9 | | 9 | | Remove |
| 564+04.9 | 190.4 Lt. | 3 | 3 | | | Remove |
| 564+09.2 | 190.7 Lt. | 3 | 3 | | | Remove |
| 564+09.9 | 349.1 Lt. | 10 | | 10 | | Remove |
| 564+09.9 | 349.1 Lt. | 10 | | 10 | | Remove |
| 564+09.9 | 349.1 Lt. | 10 | | 10 | | Remove |
| 564+14.6 | 318.8 Lt. | 7 | | 7 | | Remove |
| 564+14.6 | 318.8 Lt. | 7 | | 7 | | Remove |
| 564+14.6 | 318.8 Lt. | 8 | | 8 | | Remove |
| 564+15.6 | 191.0 Lt. | 9 | | 9 | | Remove |
| 564+16.4 | 239.7 Lt. | 13 | | 13 | | Remove |
| 564+29.3 | 239.9 Lt. | 11 | | 11 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 564+31.5 | 182.3 Lt. | 8 | | 8 | | Remove |
| 564+32.1 | 276.8 Lt. | 9 | | 9 | | Remove |
| 564+38.8 | 288.1 Lt. | 4 | 4 | | | Remove |
| 564+38.8 | 288.1 Lt. | 10 | | 10 | | Remove |
| 564+41.5 | 239.4 Lt. | 12 | | 12 | | Remove |
| 564+50.4 | 250.2 Lt. | 15 | | 15 | | Remove |
| 564+50.8 | 373.8 Lt. | 4 | 4 | | | Remove |
| 564+50.8 | 373.8 Lt. | 6 | | 6 | | Remove |
| 564+50.8 | 373.8 Lt. | 6 | | 6 | | Remove |
| 564+50.8 | 373.8 Lt. | 6 | | 6 | | Remove |
| 564+50.8 | 373.8 Lt. | 6 | | 6 | | Remove |
| 564+53.3 | 322.1 Lt. | 3 | 3 | | | Remove |
| 564+55.1 | 200.3 Lt. | 7 | | 7 | | Remove |
| 564+55.1 | 200.3 Lt. | 7 | | 7 | | Remove |
| 564+55.1 | 200.3 Lt. | 10 | | 10 | | Remove |
| 564+68.2 | 181.7 Lt. | 13 | | 13 | | Remove |
| 564+92.0 | 227.1 Lt. | 6 | | 6 | | Remove |
| 564+92.0 | 227.1 Lt. | 6 | | 6 | | Remove |
| 564+92.0 | 227.1 Lt. | 6 | | 6 | | Remove |
| 564+92.0 | 227.1 Lt. | 6 | | 6 | | Remove |
| 564+92.0 | 227.1 Lt. | 6 | | 6 | | Remove |
| 565+00.8 | 185.2 Lt. | 12 | | 12 | | Remove |
| 565+04.1 | 433.0 Lt. | 6 | | 6 | | Remove |
| 565+04.1 | 433.0 Lt. | 6 | | 6 | | Remove |
| 565+04.1 | 433.0 Lt. | 6 | | 6 | | Remove |
| 565+04.1 | 433.0 Lt. | 6 | | 6 | | Remove |
| 565+04.1 | 433.0 Lt. | 8 | | 8 | | Remove |
| 565+07.0 | 251.5 Lt. | 13 | | 13 | | Remove |
| 565+17.9 | 398.6 Lt. | 2 | 2 | | | Remove |
| 565+17.9 | 398.6 Lt. | 2 | 2 | | | Remove |
| 565+17.9 | 398.6 Lt. | 3 | 3 | | | Remove |
| 565+22.6 | 312.2 Lt. | 2 | 2 | | | Remove |
| 565+22.6 | 312.2 Lt. | 4 | 4 | | | Remove |
| 565+22.6 | 312.2 Lt. | 6 | | 6 | | Remove |
| 565+22.6 | 312.2 Lt. | 6 | | 6 | | Remove |
| 565+22.6 | 312.2 Lt. | 6 | | 6 | | Remove |
| 565+22.6 | 312.2 Lt. | 6 | | 6 | | Remove |
| 565+22.6 | 312.2 Lt. | 8 | | 8 | | Remove |
| 565+31.0 | 414.2 Lt. | 8 | | 8 | | Remove |
| 565+31.0 | 414.2 Lt. | 8 | | 8 | | Remove |
| 565+31.0 | 414.2 Lt. | 8 | | 8 | | Remove |
| 565+33.1 | 436.4 Lt. | 12 | | 12 | | Remove |
| 565+61.7 | 274.1 Lt. | 1 | 1 | | | Remove |
| 565+65.8 | 367.0 Lt. | 12 | | 12 | | Remove |
| 565+67.2 | 262.1 Lt. | 1 | 1 | | | Remove |
| 565+74.8 | 204.9 Lt. | 6 | | 6 | | Remove |
| 565+77.1 | 336.2 Lt. | 6 | | 6 | | Remove |
| 565+77.3 | 391.8 Lt. | 6 | | 6 | | Remove |
| 565+79.6 | 470.8 Lt. | 15 | | 15 | | Remove |
| 565+80.5 | 205.0 Lt. | 6 | | 6 | | Remove |
| 565+92.4 | 195.0 Lt. | 5 | 5 | | | Remove |
| 565+95.5 | 177.9 Lt. | 10 | | 10 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 565+97.8 | 196.0 Lt. | 5 | 5 | | | Remove |
| 565+99.2 | 190.7 Lt. | 5 | 5 | | | Remove |
| 566+02.9 | 180.8 Lt. | 6 | | 6 | | Remove |
| 566+04.4 | 246.2 Lt. | 2 | 2 | | | Remove |
| 566+04.4 | 246.2 Lt. | 3 | 3 | | | Remove |
| 566+04.4 | 246.2 Lt. | 3 | 3 | | | Remove |
| 566+04.4 | 246.2 Lt. | 3 | 3 | | | Remove |
| 566+04.4 | 246.2 Lt. | 5 | 5 | | | Remove |
| 566+11.8 | 365.9 Lt. | 7 | | 7 | | Remove |
| 566+16.2 | 417.3 Lt. | 4 | 4 | | | Remove |
| 566+26.5 | 370.0 Lt. | 6 | | 6 | | Remove |
| 566+26.6 | 372.6 Lt. | 1 | 1 | | | Remove |
| 566+29.1 | 264.9 Lt. | 9 | | 9 | | Remove |
| 566+37.2 | 327.2 Lt. | 7 | | 7 | | Remove |
| 566+38.2 | 340.0 Lt. | 11 | | 11 | | Remove |
| 566+39.7 | 374.2 Lt. | 2 | 2 | | | Remove |
| 566+39.7 | 374.2 Lt. | 4 | 4 | | | Remove |
| 566+39.7 | 374.2 Lt. | 8 | | 8 | | Remove |
| 566+40.4 | 394.3 Lt. | 5 | 5 | | | Remove |
| 566+40.4 | 394.3 Lt. | 11 | | 11 | | Remove |
| 566+44.0 | 202.6 Lt. | 11 | | 11 | | Remove |
| 566+50.1 | 314.5 Lt. | 5 | 5 | | | Remove |
| 566+52.5 | 357.0 Lt. | 2 | 2 | | | Remove |
| 566+52.5 | 357.0 Lt. | 4 | 4 | | | Remove |
| 566+52.6 | 374.7 Lt. | 6 | | 6 | | Remove |
| 566+52.6 | 374.7 Lt. | 6 | | 6 | | Remove |
| 566+53.7 | 419.8 Lt. | 4 | 4 | | | Remove |
| 566+56.5 | 453.3 Lt. | 8 | | 8 | | Remove |
| 566+57.7 | 440.5 Lt. | 6 | | 6 | | Remove |
| 566+62.9 | 202.0 Lt. | 9 | | 9 | | Remove |
| 566+63.5 | 351.4 Lt. | 5 | 5 | | | Remove |
| 566+64.6 | 375.3 Lt. | 5 | 5 | | | Remove |
| 566+65.3 | 377.7 Lt. | 5 | 5 | | | Remove |
| 566+65.3 | 377.7 Lt. | 9 | | 9 | | Remove |
| 566+65.9 | 425.0 Lt. | 5 | 5 | | | Remove |
| 566+67.3 | 406.6 Lt. | 7 | | 7 | | Remove |
| 566+68.7 | 434.5 Lt. | 7 | | 7 | | Remove |
| 566+69.3 | 464.6 Lt. | 6 | | 6 | | Remove |
| 566+69.7 | 389.9 Lt. | 7 | | 7 | | Remove |
| 566+72.7 | 461.0 Lt. | 2 | 2 | | | Remove |
| 566+75.2 | 230.2 Lt. | 10 | | 10 | | Remove |
| 566+79.5 | 406.3 Lt. | 5 | 5 | | | Remove |
| 566+79.6 | 407.8 Lt. | 5 | 5 | | | Remove |
| 566+79.6 | 404.2 Lt. | 5 | 5 | | | Remove |
| 566+79.9 | 399.6 Lt. | 1 | 1 | | | Remove |
| 566+91.5 | 399.3 Lt. | 1 | 1 | | | Remove |
| 566+91.5 | 399.3 Lt. | 4 | 4 | | | Remove |
| 566+92.1 | 402.9 Lt. | 1 | 1 | | | Remove |
| 566+92.1 | 402.9 Lt. | 2 | 2 | | | Remove |
| 566+92.1 | 402.9 Lt. | 4 | 4 | | | Remove |
| 566+96.9 | 278.2 Lt. | 12 | | 12 | | Remove |
| 566+99.4 | 309.4 Lt. | 16 | | | 16 | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 566+99.5 | 339.3 Lt. | 16 | | | 16 | Remove |
| 567+00.5 | 366.3 Lt. | 1 | 1 | | | Remove |
| 567+02.5 | 366.4 Lt. | 14 | | 14 | | Remove |
| 567+03.1 | 466.7 Lt. | 2 | 2 | | | Remove |
| 567+03.1 | 466.7 Lt. | 3 | 3 | | | Remove |
| 567+04.8 | 429.4 Lt. | 16 | | | 16 | Remove |
| 567+04.8 | 429.4 Lt. | 16 | | | 16 | Remove |
| 567+04.8 | 429.4 Lt. | 16 | | | 16 | Remove |
| 567+06.2 | 125.9 Lt. | 9 | | 9 | | Remove |
| 567+06.9 | 489.2 Lt. | 16 | | | 16 | Remove |
| 567+09.5 | 158.5 Lt. | 18 | | | 18 | Remove |
| 567+21.8 | 352.5 Lt. | 13 | | 13 | | Remove |
| 567+21.9 | 182.0 Lt. | 3 | 3 | | | Remove |
| 567+21.9 | 182.0 Lt. | 3 | 3 | | | Remove |
| 567+22.7 | 311.9 Lt. | 14 | | 14 | | Remove |
| 567+25.6 | 379.6 Lt. | 16 | | | 16 | Remove |
| 567+27.6 | 441.8 Lt. | 17 | | | 17 | Remove |
| 567+27.8 | 411.2 Lt. | 14 | | 14 | | Remove |
| 567+31.1 | 472.1 Lt. | 18 | | | 18 | Remove |
| 567+31.9 | 501.3 Lt. | 18 | | | 18 | Remove |
| 567+34.2 | 188.2 Lt. | 5 | 5 | | | Remove |
| 567+34.2 | 188.2 Lt. | 6 | | 6 | | Remove |
| 567+34.2 | 188.2 Lt. | 6 | | 6 | | Remove |
| 567+36.3 | 197.3 Lt. | 4 | 4 | | | Remove |
| 567+36.3 | 197.3 Lt. | 5 | 5 | | | Remove |
| 567+36.3 | 197.3 Lt. | 7 | | 7 | | Remove |
| 567+36.3 | 197.3 Lt. | 7 | | 7 | | Remove |
| 567+36.3 | 197.3 Lt. | 7 | | 7 | | Remove |
| 567+37.2 | 290.0 Lt. | 3 | 3 | | | Remove |
| 567+46.9 | 275.7 Lt. | 11 | | 11 | | Remove |
| 567+49.1 | 334.8 Lt. | 17 | | | 17 | Remove |
| 567+49.6 | 363.2 Lt. | 16 | | | 16 | Remove |
| 567+52.7 | 395.7 Lt. | 17 | | | 17 | Remove |
| 567+52.8 | 424.7 Lt. | 12 | | 12 | | Remove |
| 567+55.9 | 485.3 Lt. | 4 | 4 | | | Remove |
| 567+55.9 | 485.3 Lt. | 4 | 4 | | | Remove |
| 567+58.4 | 517.0 Lt. | 12 | | 12 | | Remove |
| 567+63.0 | 179.7 Lt. | 12 | | 12 | | Remove |
| 567+83.4 | 531.0 Lt. | 18 | | | 18 | Remove |
| 568+03.4 | 94.1 Lt. | 23 | | | 23 | Remove |
| 568+05.2 | 122.6 Lt. | 12 | | 12 | | Remove |
| 568+05.2 | 122.6 Lt. | 12 | | 12 | | Remove |
| 568+11.3 | 347.0 Lt. | 6 | | 6 | | Remove |
| 568+11.3 | 347.0 Lt. | 6 | | 6 | | Remove |
| 568+11.3 | 347.0 Lt. | 8 | | 8 | | Remove |
| 568+11.3 | 347.0 Lt. | 8 | | 8 | | Remove |
| 568+18.1 | 487.5 Lt. | 21 | | | 21 | Remove |
| 568+28.5 | 426.2 Lt. | 19 | | | 19 | Remove |
| 568+41.9 | 90.2 Lt. | 17 | | | 17 | Remove |
| 568+50.0 | 142.5 Lt. | 2 | 2 | | | Remove |
| 568+53.2 | 207.0 Lt. | 8 | | 8 | | Remove |
| 568+53.6 | 234.5 Lt. | 4 | 4 | | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 568+53.6 | 141.3 Lt. | 1 | 1 | | | Remove |
| 568+53.9 | 141.3 Lt. | 1 | 1 | | | Remove |
| 568+54.9 | 248.7 Lt. | 1 | 1 | | | Remove |
| 568+55.3 | 250.3 Lt. | 1 | 1 | | | Remove |
| 568+56.6 | 262.5 Lt. | 4 | 4 | | | Remove |
| 568+56.6 | 314.9 Lt. | 4 | 4 | | | Remove |
| 568+56.7 | 281.9 Lt. | 4 | 4 | | | Remove |
| 568+58.0 | 333.3 Lt. | 1 | 1 | | | Remove |
| 568+58.0 | 333.3 Lt. | 1 | 1 | | | Remove |
| 568+58.0 | 333.3 Lt. | 1 | 1 | | | Remove |
| 568+58.4 | 266.5 Lt. | 3 | 3 | | | Remove |
| 568+58.7 | 327.8 Lt. | 2 | 2 | | | Remove |
| 568+58.7 | 327.8 Lt. | 2 | 2 | | | Remove |
| 568+58.8 | 316.2 Lt. | 4 | 4 | | | Remove |
| 568+58.8 | 316.2 Lt. | 6 | | 6 | | Remove |
| 568+58.9 | 137.4 Lt. | 1 | 1 | | | Remove |
| 568+59.2 | 364.5 Lt. | 2 | 2 | | | Remove |
| 568+59.4 | 405.7 Lt. | 3 | 3 | | | Remove |
| 568+60.0 | 323.2 Lt. | 4 | 4 | | | Remove |
| 568+60.1 | 396.7 Lt. | 3 | 3 | | | Remove |
| 568+60.1 | 407.5 Lt. | 2 | 2 | | | Remove |
| 568+60.2 | 355.6 Lt. | 6 | | 6 | | Remove |
| 568+60.4 | 209.5 Lt. | 6 | | 6 | | Remove |
| 568+60.7 | 219.6 Lt. | 6 | | 6 | | Remove |
| 568+60.8 | 403.4 Lt. | 1 | 1 | | | Remove |
| 568+61.0 | 411.6 Lt. | 2 | 2 | | | Remove |
| 568+61.2 | 263.2 Lt. | 4 | 4 | | | Remove |
| 568+61.4 | 376.8 Lt. | 1 | 1 | | | Remove |
| 568+61.5 | 282.6 Lt. | 2 | 2 | | | Remove |
| 568+61.7 | 314.5 Lt. | 3 | 3 | | | Remove |
| 568+62.0 | 373.6 Lt. | 6 | | 6 | | Remove |
| 568+62.2 | 317.0 Lt. | 1 | 1 | | | Remove |
| 568+62.2 | 311.6 Lt. | 2 | 2 | | | Remove |
| 568+62.8 | 347.7 Lt. | 2 | 2 | | | Remove |
| 568+62.8 | 338.3 Lt. | 4 | 4 | | | Remove |
| 568+63.9 | 427.4 Lt. | 4 | 4 | | | Remove |
| 568+63.9 | 351.9 Lt. | 3 | 3 | | | Remove |
| 568+64.2 | 311.4 Lt. | 8 | | 8 | | Remove |
| 568+64.4 | 451.0 Lt. | 4 | 4 | | | Remove |
| 568+64.8 | 462.4 Lt. | 5 | 5 | | | Remove |
| 568+64.8 | 272.9 Lt. | 3 | 3 | | | Remove |
| 568+64.8 | 407.8 Lt. | 4 | 4 | | | Remove |
| 568+65.0 | 235.9 Lt. | 6 | | 6 | | Remove |
| 568+65.2 | 420.2 Lt. | 2 | 2 | | | Remove |
| 568+65.2 | 293.2 Lt. | 3 | 3 | | | Remove |
| 568+65.4 | 473.1 Lt. | 5 | 5 | | | Remove |
| 568+65.4 | 396.8 Lt. | 2 | 2 | | | Remove |
| 568+65.4 | 396.8 Lt. | 4 | 4 | | | Remove |
| 568+65.5 | 132.6 Lt. | 3 | 3 | | | Remove |
| 568+66.2 | 412.2 Lt. | 3 | 3 | | | Remove |
| 568+66.5 | 356.3 Lt. | 1 | 1 | | | Remove |
| 568+66.5 | 356.3 Lt. | 1 | 1 | | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 568+66.5 | 356.3 Lt. | 1 | 1 | | | Remove |
| 568+67.0 | 405.6 Lt. | 2 | 2 | | | Remove |
| 568+67.2 | 367.0 Lt. | 6 | | 6 | | Remove |
| 568+67.8 | 323.0 Lt. | 3 | 3 | | | Remove |
| 568+67.9 | 486.4 Lt. | 6 | | 6 | | Remove |
| 568+68.1 | 278.7 Lt. | 4 | 4 | | | Remove |
| 568+68.1 | 406.7 Lt. | 3 | 3 | | | Remove |
| 568+68.1 | 255.5 Lt. | 1 | 1 | | | Remove |
| 568+68.1 | 255.5 Lt. | 1 | 1 | | | Remove |
| 568+68.6 | 347.3 Lt. | 1 | 1 | | | Remove |
| 568+68.7 | 193.0 Lt. | 1 | 1 | | | Remove |
| 568+68.9 | 459.6 Lt. | 4 | 4 | | | Remove |
| 568+69.0 | 506.3 Lt. | 5 | 5 | | | Remove |
| 568+69.2 | 419.0 Lt. | 4 | 4 | | | Remove |
| 568+69.4 | 394.9 Lt. | 3 | 3 | | | Remove |
| 568+69.4 | 414.1 Lt. | 4 | 4 | | | Remove |
| 568+69.5 | 335.8 Lt. | 5 | 5 | | | Remove |
| 568+69.6 | 393.8 Lt. | 4 | 4 | | | Remove |
| 568+70.2 | 265.6 Lt. | 3 | 3 | | | Remove |
| 568+70.8 | 139.0 Lt. | 1 | 1 | | | Remove |
| 568+70.9 | 468.1 Lt. | 5 | 5 | | | Remove |
| 568+71.2 | 249.9 Lt. | 6 | | 6 | | Remove |
| 568+71.7 | 496.3 Lt. | 2 | 2 | | | Remove |
| 568+71.8 | 134.5 Lt. | 1 | 1 | | | Remove |
| 568+71.8 | 134.5 Lt. | 3 | 3 | | | Remove |
| 568+72.5 | 367.0 Lt. | 6 | | 6 | | Remove |
| 568+72.6 | 507.3 Lt. | 6 | | 6 | | Remove |
| 568+73.2 | 433.4 Lt. | 1 | 1 | | | Remove |
| 568+85.8 | 101.4 Lt. | 7 | | 7 | | Remove |
| | | | | | | |
| RAMP C | | | | | | |
| 550+37.9 | 97.8 Rt. | 18 | | | 18 | Remove |
| 552+50.0 | 90.9 Rt. | 12 | | 12 | | Remove |
| 552+50.0 | 90.9 Rt. | 8 | | 8 | | Remove |
| 552+50.0 | 90.9 Rt. | 8 | | 8 | | Remove |
| 553+26.0 | 117.7 Rt. | 24 | | | 24 | Remove |
| 559+36.5 | 137.0 Rt. | 12 | | 12 | | Remove |
| 559+36.5 | 137.0 Rt. | 12 | | 12 | | Remove |
| 559+36.5 | 137.0 Rt. | 12 | | 12 | | Remove |
| 563+31.1 | 294.1 Rt. | 10 | | 10 | | Do not remove. |
| 563+31.1 | 294.1 Rt. | 10 | | 10 | | Do not remove. |
| 563+38.7 | 180.3 Rt. | 19 | | | 19 | Do not remove. |
| 563+42.7 | 205.6 Rt. | 15 | | 15 | | Do not remove. |
| 563+59.0 | 143.9 Rt. | 5 | 5 | | | Do not remove. |
| 563+59.0 | 143.9 Rt. | 6 | | 6 | | Do not remove. |
| 563+60.5 | 255.2 Rt. | 5 | 5 | | | Remove |
| 563+60.5 | 255.2 Rt. | 7 | | 7 | | Remove |
| 563+61.2 | 155.5 Rt. | 12 | | 12 | | Do not remove. |
| 563+65.7 | 172.6 Rt. | 7 | | 7 | | Do not remove. |
| 563+71.4 | 156.2 Rt. | 4 | 4 | | | Do not remove. |
| 563+71.4 | 156.2 Rt. | 4 | 4 | | | Do not remove. |
| 563+72.8 | 204.5 Rt. | 8 | | 8 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 563+78.6 | 144.7 Rt. | 12 | | 12 | | Do not remove. |
| 563+78.6 | 204.0 Rt. | 8 | | 8 | | Do not remove. |
| 563+79.7 | 229.3 Rt. | 6 | | 6 | | Do not remove. |
| 563+79.7 | 229.3 Rt. | 9 | | 9 | | Do not remove. |
| 563+83.8 | 229.0 Rt. | 6 | | 6 | | Do not remove. |
| 563+86.5 | 168.2 Rt. | 6 | | 6 | | Do not remove. |
| 563+92.2 | 204.9 Rt. | 7 | | 7 | | Remove |
| 564+00.1 | 244.1 Rt. | 6 | | 6 | | Remove |
| 564+00.3 | 255.0 Rt. | 4 | 4 | | | Do not remove. |
| 564+03.3 | 179.1 Rt. | 8 | | 8 | | Do not remove. |
| 564+03.3 | 179.1 Rt. | 8 | | 8 | | Remove |
| 564+04.5 | 255.6 Rt. | 7 | | 7 | | Remove |
| 564+09.1 | 306.7 Rt. | 2 | 2 | | | Remove |
| 564+09.1 | 306.7 Rt. | 6 | | 6 | | Remove |
| 564+10.7 | 332.4 Rt. | 2 | 2 | | | Remove |
| 564+10.7 | 332.4 Rt. | 4 | 4 | | | Remove |
| 564+10.7 | 332.4 Rt. | 6 | | 6 | | Do not remove. |
| 564+12.5 | 203.7 Rt. | 5 | 5 | | | Do not remove. |
| 564+13.0 | 290.0 Rt. | 8 | | 8 | | Remove |
| 564+13.0 | 290.0 Rt. | 8 | | 8 | | Remove |
| 564+13.4 | 210.8 Rt. | 8 | | 8 | | Do not remove. |
| 564+16.2 | 281.2 Rt. | 9 | | 9 | | Remove |
| 564+16.2 | 203.2 Rt. | 5 | 5 | | | Do not remove. |
| 564+20.8 | 201.9 Rt. | 7 | | 7 | | Do not remove. |
| 564+21.6 | 169.4 Rt. | 5 | 5 | | | Do not remove. |
| 564+21.7 | 360.9 Rt. | 14 | | 14 | | Remove |
| 564+25.4 | 210.8 Rt. | 6 | | 6 | | Do not remove. |
| 564+25.4 | 210.8 Rt. | 6 | | 6 | | Do not remove. |
| 564+26.3 | 168.0 Rt. | 8 | | 8 | | Do not remove. |
| 564+26.3 | 168.0 Rt. | 8 | | 8 | | Do not remove. |
| 564+27.6 | 202.7 Rt. | 7 | | 7 | | Do not remove. |
| 564+30.9 | 244.2 Rt. | 5 | 5 | | | Do not remove. |
| 564+33.1 | 270.1 Rt. | 3 | 3 | | | Do not remove. |
| 564+34.6 | 211.2 Rt. | 9 | | 9 | | Do not remove. |
| 564+34.9 | 256.8 Rt. | 7 | | 7 | | Remove |
| 564+34.9 | 256.8 Rt. | 7 | | 7 | | Remove |
| 564+37.3 | 271.4 Rt. | 4 | 4 | | | Do not remove. |
| 564+37.3 | 271.4 Rt. | 7 | | 7 | | Do not remove. |
| 564+37.8 | 147.5 Rt. | 7 | | 7 | | Do not remove. |
| 564+38.0 | 181.0 Rt. | 8 | | 8 | | Do not remove. |
| 564+38.5 | 293.5 Rt. | 7 | | 7 | | Remove |
| 564+38.5 | 293.5 Rt. | 7 | | 7 | | Remove |
| 564+39.3 | 172.4 Rt. | 7 | | 7 | | Do not remove. |
| 564+39.6 | 203.4 Rt. | 6 | | 6 | | Do not remove. |
| 564+39.7 | 360.6 Rt. | 8 | | 8 | | Remove |
| 564+41.1 | 193.5 Rt. | 12 | | 12 | | Do not remove. |
| 564+41.9 | 226.1 Rt. | 4 | 4 | | | Do not remove. |
| 564+42.8 | 147.2 Rt. | 7 | | 7 | | Do not remove. |
| 564+42.9 | 256.8 Rt. | 7 | | 7 | | Do not remove. |
| 564+44.1 | 203.6 Rt. | 4 | 4 | | | Do not remove. |
| 564+45.1 | 349.7 Rt. | 5 | 5 | | | Remove |
| 564+45.2 | 245.6 Rt. | 7 | | 7 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 564+47.1 | 193.3 Rt. | 7 | | 7 | | Do not remove. |
| 564+47.3 | 226.1 Rt. | 6 | | 6 | | Do not remove. |
| 564+47.3 | 226.1 Rt. | 8 | | 8 | | Do not remove. |
| 564+48.3 | 269.3 Rt. | 4 | 4 | | | Do not remove. |
| 564+49.0 | 203.6 Rt. | 7 | | 7 | | Do not remove. |
| 564+52.0 | 373.2 Rt. | 11 | | 11 | | Remove |
| 564+52.4 | 243.9 Rt. | 7 | | 7 | | Do not remove. |
| 564+52.9 | 204.8 Rt. | 6 | | 6 | | Do not remove. |
| 564+54.0 | 254.2 Rt. | 9 | | 9 | | Do not remove. |
| 564+56.2 | 180.3 Rt. | 8 | | 8 | | Do not remove. |
| 564+60.2 | 194.1 Rt. | 7 | | 7 | | Do not remove. |
| 564+61.5 | 309.0 Rt. | 4 | 4 | | | Remove |
| 564+62.0 | 321.3 Rt. | 7 | | 7 | | Remove |
| 564+62.1 | 167.9 Rt. | 8 | | 8 | | Do not remove. |
| 564+63.2 | 227.3 Rt. | 7 | | 7 | | Do not remove. |
| 564+63.9 | 216.7 Rt. | 8 | | 8 | | Do not remove. |
| 564+64.7 | 204.8 Rt. | 8 | | 8 | | Do not remove. |
| 564+64.9 | 253.4 Rt. | 9 | | 9 | | Do not remove. |
| 564+65.0 | 374.1 Rt. | 15 | | 15 | | Remove |
| 564+66.8 | 306.0 Rt. | 5 | 5 | | | Do not remove. |
| 564+66.8 | 306.0 Rt. | 8 | | 8 | | Do not remove. |
| 564+68.6 | 282.8 Rt. | 10 | | 10 | | Do not remove. |
| 564+72.6 | 192.9 Rt. | 8 | | 8 | | Do not remove. |
| 564+73.1 | 180.7 Rt. | 8 | | 8 | | Do not remove. |
| 564+73.1 | 374.2 Rt. | 9 | | 9 | | Remove |
| 564+73.2 | 350.2 Rt. | 12 | | 12 | | Remove |
| 564+73.7 | 307.3 Rt. | 5 | 5 | | | Do not remove. |
| 564+73.8 | 226.8 Rt. | 10 | | 10 | | Do not remove. |
| 564+73.8 | 226.8 Rt. | 10 | | 10 | | Do not remove. |
| 564+74.6 | 204.8 Rt. | 6 | | 6 | | Do not remove. |
| 564+74.6 | 204.8 Rt. | 7 | | 7 | | Do not remove. |
| 564+77.7 | 296.9 Rt. | 4 | 4 | | | Do not remove. |
| 564+77.8 | 168.3 Rt. | 7 | | 7 | | Do not remove. |
| 564+78.5 | 227.0 Rt. | 12 | | 12 | | Do not remove. |
| 564+81.6 | 296.2 Rt. | 4 | 4 | | | Do not remove. |
| 564+81.6 | 296.2 Rt. | 4 | 4 | | | Do not remove. |
| 564+82.4 | 206.0 Rt. | 7 | | 7 | | Do not remove. |
| 564+82.4 | 206.0 Rt. | 8 | | 8 | | Do not remove. |
| 564+83.3 | 227.1 Rt. | 7 | | 7 | | Do not remove. |
| 564+83.7 | 183.1 Rt. | 4 | 4 | | | Do not remove. |
| 564+83.7 | 183.1 Rt. | 7 | | 7 | | Do not remove. |
| 564+84.9 | 374.1 Rt. | 7 | | 7 | | Remove |
| 564+86.3 | 256.5 Rt. | 6 | | 6 | | Do not remove. |
| 564+88.2 | 249.7 Rt. | 8 | | 8 | | Do not remove. |
| 564+88.7 | 283.9 Rt. | 8 | | 8 | | Do not remove. |
| 564+89.9 | 194.8 Rt. | 8 | | 8 | | Do not remove. |
| 564+89.9 | 194.8 Rt. | 8 | | 8 | | Do not remove. |
| 564+90.4 | 310.5 Rt. | 6 | | 6 | | Do not remove. |
| 564+90.4 | 310.5 Rt. | 16 | | | 16 | Do not remove. |
| 564+90.6 | 213.6 Rt. | 12 | | 12 | | Do not remove. |
| 564+90.8 | 254.1 Rt. | 7 | | 7 | | Do not remove. |
| 564+91.3 | 204.8 Rt. | 8 | | 8 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 564+92.4 | 357.2 Rt. | 3 | 3 | | | Remove |
| 564+92.4 | 357.2 Rt. | 4 | 4 | | | Remove |
| 564+95.7 | 329.3 Rt. | 4 | 4 | | | Do not remove. |
| 564+95.7 | 329.3 Rt. | 11 | | 11 | | Do not remove. |
| 564+96.1 | 227.2 Rt. | 8 | | 8 | | Do not remove. |
| 564+96.1 | 227.2 Rt. | 9 | | 9 | | Do not remove. |
| 564+97.0 | 296.2 Rt. | 2 | 2 | | | Do not remove. |
| 564+97.0 | 296.2 Rt. | 3 | 3 | | | Do not remove. |
| 564+97.5 | 284.4 Rt. | 14 | | 14 | | Do not remove. |
| 564+98.2 | 311.4 Rt. | 12 | | 12 | | Do not remove. |
| 564+99.2 | 155.8 Rt. | 12 | | 12 | | Do not remove. |
| 564+99.8 | 254.3 Rt. | 8 | | 8 | | Do not remove. |
| 565+02.1 | 311.8 Rt. | 7 | | 7 | | Do not remove. |
| 565+02.3 | 322.6 Rt. | 3 | 3 | | | Do not remove. |
| 565+05.6 | 389.1 Rt. | 10 | | 10 | | Remove |
| 565+06.8 | 321.9 Rt. | 7 | | 7 | | Do not remove. |
| 565+07.5 | 340.2 Rt. | 6 | | 6 | | Do not remove. |
| 565+08.4 | 235.5 Rt. | 8 | | 8 | | Do not remove. |
| 565+08.4 | 296.2 Rt. | 6 | | 6 | | Do not remove. |
| 565+11.1 | 323.3 Rt. | 7 | | 7 | | Do not remove. |
| 565+12.1 | 203.7 Rt. | 6 | | 6 | | Do not remove. |
| 565+17.3 | 204.1 Rt. | 8 | | 8 | | Do not remove. |
| 565+17.5 | 323.5 Rt. | 2 | 2 | | | Do not remove. |
| 565+17.6 | 310.2 Rt. | 7 | | 7 | | Do not remove. |
| 565+17.9 | 226.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+17.9 | 357.8 Rt. | 9 | | 9 | | Do not remove. |
| 565+17.9 | 349.2 Rt. | 4 | 4 | | | Do not remove. |
| 565+19.0 | 338.9 Rt. | 5 | 5 | | | Do not remove. |
| 565+19.0 | 338.9 Rt. | 5 | 5 | | | Do not remove. |
| 565+19.0 | 338.9 Rt. | 5 | 5 | | | Do not remove. |
| 565+19.0 | 338.9 Rt. | 5 | 5 | | | Do not remove. |
| 565+19.0 | 338.9 Rt. | 5 | 5 | | | Do not remove. |
| 565+20.5 | 195.2 Rt. | 7 | | 7 | | Do not remove. |
| 565+21.2 | 269.0 Rt. | 8 | | 8 | | Do not remove. |
| 565+21.2 | 204.0 Rt. | 8 | | 8 | | Do not remove. |
| 565+21.8 | 273.0 Rt. | 8 | | 8 | | Do not remove. |
| 565+22.3 | 186.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+22.6 | 179.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+23.7 | 284.9 Rt. | 7 | | 7 | | Do not remove. |
| 565+23.9 | 350.0 Rt. | 8 | | 8 | | Do not remove. |
| 565+25.0 | 204.2 Rt. | 6 | | 6 | | Do not remove. |
| 565+27.6 | 311.7 Rt. | 10 | | 10 | | Do not remove. |
| 565+29.2 | 295.9 Rt. | 7 | | 7 | | Do not remove. |
| 565+29.9 | 325.5 Rt. | 9 | | 9 | | Do not remove. |
| 565+30.6 | 179.8 Rt. | 12 | | 12 | | Do not remove. |
| 565+31.5 | 385.7 Rt. | 9 | | 9 | | Remove |
| 565+31.6 | 227.0 Rt. | 8 | | 8 | | Do not remove. |
| 565+35.0 | 186.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+35.3 | 392.5 Rt. | 4 | 4 | | | Remove |
| 565+35.3 | 392.5 Rt. | 9 | | 9 | | Remove |
| 565+35.9 | 324.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+36.8 | 335.7 Rt. | 9 | | 9 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 565+37.9 | 385.5 Rt. | 5 | 5 | | | Remove |
| 565+37.9 | 385.5 Rt. | 5 | 5 | | | Remove |
| 565+40.1 | 261.8 Rt. | 10 | | 10 | | Do not remove. |
| 565+40.7 | 312.0 Rt. | 5 | 5 | | | Do not remove. |
| 565+40.8 | 222.2 Rt. | 7 | | 7 | | Do not remove. |
| 565+42.2 | 298.4 Rt. | 11 | | 11 | | Do not remove. |
| 565+43.3 | 248.1 Rt. | 7 | | 7 | | Do not remove. |
| 565+43.6 | 349.4 Rt. | 41 | | | 41 | Do not remove. |
| 565+44.0 | 401.1 Rt. | 5 | 5 | | | Remove |
| 565+44.0 | 401.1 Rt. | 5 | 5 | | | Remove |
| 565+44.5 | 366.6 Rt. | 5 | 5 | | | Do not remove. |
| 565+44.7 | 391.7 Rt. | 8 | | 8 | | Remove |
| 565+44.7 | 391.7 Rt. | 8 | | 8 | | Remove |
| 565+45.1 | 180.3 Rt. | 8 | | 8 | | Do not remove. |
| 565+45.6 | 258.8 Rt. | 6 | | 6 | | Do not remove. |
| 565+46.2 | 311.9 Rt. | 8 | | 8 | | Do not remove. |
| 565+47.8 | 349.8 Rt. | 1 | 1 | | | Do not remove. |
| 565+47.9 | 336.5 Rt. | 9 | | 9 | | Do not remove. |
| 565+49.5 | 365.1 Rt. | 7 | | 7 | | Do not remove. |
| 565+51.1 | 311.7 Rt. | 12 | | 12 | | Do not remove. |
| 565+52.3 | 247.1 Rt. | 6 | | 6 | | Do not remove. |
| 565+55.2 | 158.1 Rt. | 11 | | 11 | | Do not remove. |
| 565+56.5 | 336.3 Rt. | 10 | | 10 | | Do not remove. |
| 565+56.5 | 324.7 Rt. | 5 | 5 | | | Do not remove. |
| 565+56.6 | 204.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+57.1 | 234.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+57.1 | 234.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+58.0 | 378.4 Rt. | 8 | | 8 | | Do not remove. |
| 565+59.4 | 256.6 Rt. | 12 | | 12 | | Do not remove. |
| 565+59.5 | 286.2 Rt. | 2 | 2 | | | Do not remove. |
| 565+59.5 | 286.2 Rt. | 2 | 2 | | | Do not remove. |
| 565+59.5 | 286.2 Rt. | 2 | 2 | | | Do not remove. |
| 565+59.5 | 286.2 Rt. | 2 | 2 | | | Do not remove. |
| 565+59.9 | 347.7 Rt. | 4 | 4 | | | Do not remove. |
| 565+60.0 | 364.5 Rt. | 7 | | 7 | | Do not remove. |
| 565+61.1 | 210.0 Rt. | 12 | | 12 | | Do not remove. |
| 565+61.4 | 312.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+61.7 | 324.4 Rt. | 8 | | 8 | | Do not remove. |
| 565+61.7 | 324.4 Rt. | 9 | | 9 | | Do not remove. |
| 565+61.7 | 184.1 Rt. | 12 | | 12 | | Do not remove. |
| 565+62.2 | 170.3 Rt. | 10 | | 10 | | Do not remove. |
| 565+62.8 | 256.4 Rt. | 8 | | 8 | | Do not remove. |
| 565+64.6 | 273.3 Rt. | 9 | | 9 | | Do not remove. |
| 565+66.3 | 297.1 Rt. | 9 | | 9 | | Do not remove. |
| 565+68.0 | 159.7 Rt. | 7 | | 7 | | Do not remove. |
| 565+68.9 | 184.4 Rt. | 4 | 4 | | | Do not remove. |
| 565+69.6 | 347.1 Rt. | 2 | 2 | | | Do not remove. |
| 565+69.6 | 347.1 Rt. | 10 | | 10 | | Do not remove. |
| 565+70.2 | 285.5 Rt. | 6 | | 6 | | Do not remove. |
| 565+70.2 | 285.5 Rt. | 6 | | 6 | | Do not remove. |
| 565+71.0 | 287.8 Rt. | 3 | 3 | | | Do not remove. |
| 565+71.1 | 351.1 Rt. | 10 | | 10 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 565+71.1 | 351.1 Rt. | 21 | | | 21 | Do not remove. |
| 565+72.4 | 469.5 Rt. | 11 | | 11 | | Remove |
| 565+73.1 | 289.8 Rt. | 5 | 5 | | | Do not remove. |
| 565+73.1 | 289.8 Rt. | 6 | | 6 | | Do not remove. |
| 565+73.3 | 301.2 Rt. | 9 | | 9 | | Do not remove. |
| 565+73.4 | 183.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+78.2 | 312.4 Rt. | 7 | | 7 | | Do not remove. |
| 565+79.2 | 454.2 Rt. | 9 | | 9 | | Remove |
| 565+79.8 | 363.4 Rt. | 6 | | 6 | | Do not remove. |
| 565+82.1 | 234.9 Rt. | 10 | | 10 | | Do not remove. |
| 565+82.3 | 449.3 Rt. | 8 | | 8 | | Remove |
| 565+84.0 | 286.2 Rt. | 11 | | 11 | | Do not remove. |
| 565+85.1 | 181.9 Rt. | 11 | | 11 | | Do not remove. |
| 565+87.0 | 362.8 Rt. | 3 | 3 | | | Do not remove. |
| 565+87.0 | 362.8 Rt. | 3 | 3 | | | Do not remove. |
| 565+87.0 | 362.8 Rt. | 8 | | 8 | | Do not remove. |
| 565+87.7 | 352.0 Rt. | 1 | 1 | | | Do not remove. |
| 565+88.9 | 298.7 Rt. | 12 | | 12 | | Do not remove. |
| 565+88.9 | 148.7 Rt. | 12 | | 12 | | Do not remove. |
| 565+89.8 | 236.0 Rt. | 9 | | 9 | | Do not remove. |
| 565+89.8 | 236.0 Rt. | 9 | | 9 | | Do not remove. |
| 565+93.9 | 147.5 Rt. | 5 | 5 | | | Do not remove. |
| 565+93.9 | 230.3 Rt. | 8 | | 8 | | Do not remove. |
| 565+94.5 | 271.9 Rt. | 12 | | 12 | | Do not remove. |
| 565+98.0 | 392.0 Rt. | 10 | | 10 | | Do not remove. |
| 565+98.8 | 381.7 Rt. | 4 | 4 | | | Do not remove. |
| 565+98.8 | 381.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+98.8 | 381.7 Rt. | 8 | | 8 | | Do not remove. |
| 565+99.2 | 231.1 Rt. | 6 | | 6 | | Do not remove. |
| 566+00.0 | 378.3 Rt. | 8 | | 8 | | Do not remove. |
| 566+01.9 | 332.1 Rt. | 1 | 1 | | | Do not remove. |
| 566+02.3 | 313.4 Rt. | 11 | | 11 | | Do not remove. |
| 566+03.0 | 231.8 Rt. | 7 | | 7 | | Do not remove. |
| 566+03.1 | 286.1 Rt. | 10 | | 10 | | Do not remove. |
| 566+03.1 | 286.1 Rt. | 10 | | 10 | | Do not remove. |
| 566+04.0 | 337.7 Rt. | 10 | | 10 | | Do not remove. |
| 566+04.0 | 337.7 Rt. | 10 | | 10 | | Do not remove. |
| 566+04.0 | 205.8 Rt. | 14 | | 14 | | Do not remove. |
| 566+04.2 | 341.9 Rt. | 10 | | 10 | | Do not remove. |
| 566+05.6 | 427.2 Rt. | 6 | | 6 | | Remove |
| 566+06.1 | 313.4 Rt. | 5 | 5 | | | Do not remove. |
| 566+07.6 | 245.6 Rt. | 10 | | 10 | | Do not remove. |
| 566+07.9 | 232.5 Rt. | 6 | | 6 | | Do not remove. |
| 566+11.0 | 206.7 Rt. | 9 | | 9 | | Do not remove. |
| 566+11.0 | 206.7 Rt. | 9 | | 9 | | Do not remove. |
| 566+11.4 | 338.9 Rt. | 1 | 1 | | | Do not remove. |
| 566+13.0 | 285.9 Rt. | 4 | 4 | | | Do not remove. |
| 566+13.0 | 285.9 Rt. | 8 | | 8 | | Do not remove. |
| 566+13.6 | 472.5 Rt. | 8 | | 8 | | Remove |
| 566+14.8 | 368.3 Rt. | 4 | 4 | | | Do not remove. |
| 566+14.8 | 368.3 Rt. | 6 | | 6 | | Do not remove. |
| 566+14.8 | 368.3 Rt. | 6 | | 6 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 566+15.0 | 314.1 Rt. | 7 | | 7 | | Do not remove. |
| 566+16.8 | 233.7 Rt. | 4 | 4 | | | Do not remove. |
| 566+16.8 | 233.7 Rt. | 6 | | 6 | | Do not remove. |
| 566+16.8 | 233.7 Rt. | 8 | | 8 | | Do not remove. |
| 566+17.1 | 158.5 Rt. | 8 | | 8 | | Do not remove. |
| 566+17.9 | 284.9 Rt. | 6 | | 6 | | Do not remove. |
| 566+19.3 | 180.3 Rt. | 10 | | 10 | | Do not remove. |
| 566+19.5 | 219.0 Rt. | 8 | | 8 | | Do not remove. |
| 566+19.5 | 219.0 Rt. | 12 | | 12 | | Do not remove. |
| 566+21.6 | 168.6 Rt. | 7 | | 7 | | Do not remove. |
| 566+22.0 | 313.9 Rt. | 8 | | 8 | | Do not remove. |
| 566+29.0 | 146.9 Rt. | 10 | | 10 | | Do not remove. |
| 566+30.4 | 312.0 Rt. | 12 | | 12 | | Do not remove. |
| 566+30.5 | 169.6 Rt. | 6 | | 6 | | Do not remove. |
| 566+30.5 | 169.6 Rt. | 6 | | 6 | | Do not remove. |
| 566+30.5 | 169.6 Rt. | 6 | | 6 | | Do not remove. |
| 566+30.5 | 169.6 Rt. | 6 | | 6 | | Do not remove. |
| 566+31.0 | 285.2 Rt. | 12 | | 12 | | Do not remove. |
| 566+32.1 | 182.0 Rt. | 9 | | 9 | | Do not remove. |
| 566+33.1 | 381.7 Rt. | 9 | | 9 | | Do not remove. |
| 566+33.5 | 169.4 Rt. | 6 | | 6 | | Do not remove. |
| 566+33.5 | 169.9 Rt. | 3 | 3 | | | Do not remove. |
| 566+33.5 | 169.9 Rt. | 6 | | 6 | | Do not remove. |
| 566+34.5 | 320.0 Rt. | 4 | 4 | | | Do not remove. |
| 566+34.5 | 320.0 Rt. | 18 | | | 18 | Do not remove. |
| 566+35.6 | 442.7 Rt. | 9 | | 9 | | Remove |
| 566+37.4 | 221.4 Rt. | 8 | | 8 | | Do not remove. |
| 566+40.0 | 182.8 Rt. | 13 | | 13 | | Do not remove. |
| 566+40.1 | 232.2 Rt. | 12 | | 12 | | Do not remove. |
| 566+40.3 | 220.4 Rt. | 6 | | 6 | | Do not remove. |
| 566+40.3 | 220.4 Rt. | 6 | | 6 | | Do not remove. |
| 566+40.3 | 220.4 Rt. | 15 | | 15 | | Do not remove. |
| 566+42.5 | 482.1 Rt. | 9 | | 9 | | Remove |
| 566+42.8 | 449.9 Rt. | 6 | | 6 | | Remove |
| 566+43.0 | 183.2 Rt. | 6 | | 6 | | Do not remove. |
| 566+47.4 | 402.5 Rt. | 8 | | 8 | | Do not remove. |
| 566+47.8 | 245.0 Rt. | 6 | | 6 | | Do not remove. |
| 566+55.1 | 491.7 Rt. | 8 | | 8 | | Remove |
| 566+55.8 | 480.9 Rt. | 9 | | 9 | | Remove |
| 566+56.4 | 221.4 Rt. | 8 | | 8 | | Do not remove. |
| 566+60.3 | 386.3 Rt. | 6 | | 6 | | Do not remove. |
| 566+60.8 | 376.4 Rt. | 9 | | 9 | | Do not remove. |
| 566+61.3 | 519.9 Rt. | 18 | | | 18 | Remove |
| 566+61.8 | 283.7 Rt. | 12 | | 12 | | Do not remove. |
| 566+62.2 | 150.2 Rt. | 8 | | 8 | | Do not remove. |
| 566+63.3 | 222.2 Rt. | 9 | | 9 | | Do not remove. |
| 566+69.8 | 492.8 Rt. | 12 | | 12 | | Remove |
| 566+70.9 | 332.5 Rt. | 4 | 4 | | | Do not remove. |
| 566+71.0 | 291.4 Rt. | 7 | | 7 | | Do not remove. |
| 566+71.0 | 291.4 Rt. | 7 | | 7 | | Do not remove. |
| 566+71.5 | 232.5 Rt. | 9 | | 9 | | Do not remove. |
| 566+74.8 | 430.9 Rt. | 12 | | 12 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 566+74.8 | 244.7 Rt. | 12 | | 12 | | Do not remove. |
| 566+75.0 | 371.0 Rt. | 14 | | 14 | | Do not remove. |
| 566+75.5 | 255.1 Rt. | 6 | | 6 | | Do not remove. |
| 566+76.1 | 148.3 Rt. | 8 | | 8 | | Do not remove. |
| 566+77.2 | 368.5 Rt. | 2 | 2 | | | Do not remove. |
| 566+77.8 | 172.7 Rt. | 6 | | 6 | | Do not remove. |
| 566+78.5 | 300.7 Rt. | 8 | | 8 | | Do not remove. |
| 566+78.9 | 183.4 Rt. | 11 | | 11 | | Do not remove. |
| 566+80.6 | 309.0 Rt. | 6 | | 6 | | Do not remove. |
| 566+80.8 | 183.0 Rt. | 6 | | 6 | | Do not remove. |
| 566+81.7 | 193.86 RT | 15 | | 15 | | Do not remove. |
| 566+83.1 | 240.9 Rt. | 2 | 2 | | | Do not remove. |
| 566+83.7 | 171.6 Rt. | 8 | | 8 | | Do not remove. |
| 566+84.2 | 217.7 Rt. | 7 | | 7 | | Do not remove. |
| 566+84.6 | 365.1 Rt. | 6 | | 6 | | Do not remove. |
| 566+85.9 | 204.6 Rt. | 9 | | 9 | | Do not remove. |
| 566+86.3 | 245.3 Rt. | 11 | | 11 | | Do not remove. |
| 566+86.7 | 181.92 RT | 8 | | 8 | | Do not remove. |
| 566+87.1 | 147.5 Rt. | 8 | | 8 | | Do not remove. |
| 566+87.5 | 232.3 Rt. | 2 | 2 | | | Do not remove. |
| 566+88.5 | 402.9 Rt. | 6 | | 6 | | Do not remove. |
| 566+89.7 | 181.4 Rt. | 8 | | 8 | | Do not remove. |
| 566+90.7 | 218.9 Rt. | 8 | | 8 | | Do not remove. |
| 566+93.5 | 169.8 Rt. | 6 | | 6 | | Do not remove. |
| 566+97.8 | 218.5 Rt. | 10 | | 10 | | Do not remove. |
| 566+98.0 | 418.1 Rt. | 12 | | 12 | | Do not remove. |
| 566+98.0 | 202.2 Rt. | 7 | | 7 | | Do not remove. |
| 566+98.1 | 462.19Lt | 18 | | | 18 | Remove |
| 566+98.1 | 507.2 Rt. | 20 | | | 20 | Remove |
| 566+98.4 | 168.9 Rt. | 8 | | 8 | | Do not remove. |
| 566+98.5 | 185.2 Rt. | 9 | | 9 | | Do not remove. |
| 566+99.0 | 448.2 Rt. | 14 | | 14 | | Do not remove. |
| 567+00.4 | 388.0 Rt. | 10 | | 10 | | Do not remove. |
| 567+00.9 | 358.5 Rt. | 13 | | 13 | | Do not remove. |
| 567+02.7 | 219.2 Rt. | 6 | | 6 | | Do not remove. |
| 567+02.9 | 149.1 Rt. | 7 | | 7 | | Do not remove. |
| 567+05.2 | 193.5 Rt. | 6 | | 6 | | Do not remove. |
| 567+06.9 | 201.9 Rt. | 9 | | 9 | | Do not remove. |
| 567+09.0 | 192.92 RT | 6 | | 6 | | Do not remove. |
| 567+09.1 | 257.6 Rt. | 6 | | 6 | | Do not remove. |
| 567+10.1 | 186.1 Rt. | 3 | 3 | | | Do not remove. |
| 567+10.1 | 186.1 Rt. | 9 | | 9 | | Do not remove. |
| 567+10.1 | 219.4 Rt. | 4 | 4 | | | Do not remove. |
| 567+10.1 | 219.4 Rt. | 4 | 4 | | | Do not remove. |
| 567+10.5 | 255.9 Rt. | 11 | | 11 | | Do not remove. |
| 567+12.9 | 252.8 Rt. | 6 | | 6 | | Do not remove. |
| 567+15.1 | 255.5 Rt. | 6 | | 6 | | Do not remove. |
| 567+15.2 | 201.0 Rt. | 5 | 5 | | | Do not remove. |
| 567+17.0 | 255.3 Rt. | 4 | 4 | | | Do not remove. |
| 567+17.0 | 255.3 Rt. | 6 | | 6 | | Do not remove. |
| 567+19.7 | 201.5 Rt. | 9 | | 9 | | Do not remove. |
| 567+21.3 | 169.7 Rt. | 9 | | 9 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 567+21.5 | 499.3 Rt. | 12 | | 12 | | Remove |
| 567+24.6 | 465.2 Rt. | 8 | | 8 | | Do not remove. |
| 567+24.6 | 465.2 Rt. | 10 | | 10 | | Do not remove. |
| 567+24.9 | 377.7 Rt. | 1 | 1 | | | Do not remove. |
| 567+24.9 | 434.2 Rt. | 11 | | 11 | | Do not remove. |
| 567+25.3 | 434.8 Rt. | 11 | | 11 | | Do not remove. |
| 567+26.3 | 374.5 Rt. | 16 | | | 16 | Do not remove. |
| 567+26.9 | 405.7 Rt. | 10 | | 10 | | Do not remove. |
| 567+27.9 | 157.9 Rt. | 9 | | 9 | | Do not remove. |
| 567+29.4 | 195.1 Rt. | 4 | 4 | | | Do not remove. |
| 567+29.4 | 195.1 Rt. | 4 | 4 | | | Do not remove. |
| 567+29.4 | 195.1 Rt. | 4 | 4 | | | Do not remove. |
| 567+29.6 | 205.2 Rt. | 9 | | 9 | | Do not remove. |
| 567+30.0 | 193.6 Rt. | 4 | 4 | | | Do not remove. |
| 567+30.0 | 193.6 Rt. | 4 | 4 | | | Do not remove. |
| 567+30.0 | 193.6 Rt. | 6 | | 6 | | Do not remove. |
| 567+34.5 | 157.3 Rt. | 10 | | 10 | | Do not remove. |
| 567+35.0 | 299.9 Rt. | 12 | | 12 | | Do not remove. |
| 567+35.9 | 511.7 Rt. | 1 | 1 | | | Remove |
| 567+35.9 | 511.7 Rt. | 2 | 2 | | | Remove |
| 567+35.9 | 511.7 Rt. | 8 | | 8 | | Remove |
| 567+36.5 | 513.6 Rt. | 1 | 1 | | | Remove |
| 567+36.5 | 513.6 Rt. | 4 | 4 | | | Remove |
| 567+36.6 | 511.0 Rt. | 1 | 1 | | | Remove |
| 567+36.6 | 511.0 Rt. | 1 | 1 | | | Remove |
| 567+36.6 | 511.0 Rt. | 1 | 1 | | | Remove |
| 567+36.7 | 504.4 Rt. | 1 | 1 | | | Remove |
| 567+36.7 | 504.4 Rt. | 3 | 3 | | | Remove |
| 567+37.1 | 492.6 Rt. | 1 | 1 | | | Remove |
| 567+37.1 | 492.6 Rt. | 1 | 1 | | | Remove |
| 567+37.2 | 534.0 Rt. | 6 | | 6 | | Remove |
| 567+37.2 | 534.0 Rt. | 8 | | 8 | | Remove |
| 567+37.3 | 546.0 Rt. | 7 | | 7 | | Remove |
| 567+37.3 | 507.6 Rt. | 1 | 1 | | | Remove |
| 567+37.3 | 507.6 Rt. | 3 | 3 | | | Remove |
| 567+37.3 | 500.4 Rt. | 1 | 1 | | | Remove |
| 567+37.3 | 500.4 Rt. | 1 | 1 | | | Remove |
| 567+37.5 | 528.8 Rt. | 1 | 1 | | | Remove |
| 567+37.5 | 528.8 Rt. | 1 | 1 | | | Remove |
| 567+37.5 | 528.8 Rt. | 1 | 1 | | | Remove |
| 567+37.5 | 528.8 Rt. | 5 | 5 | | | Remove |
| 567+37.5 | 532.9 Rt. | 1 | 1 | | | Remove |
| 567+37.7 | 494.9 Rt. | 1 | 1 | | | Remove |
| 567+38.0 | 543.4 Rt. | 3 | 3 | | | Remove |
| 567+38.0 | 543.4 Rt. | 4 | 4 | | | Remove |
| 567+38.2 | 523.3 Rt. | 1 | 1 | | | Remove |
| 567+38.2 | 523.3 Rt. | 3 | 3 | | | Remove |
| 567+38.2 | 523.3 Rt. | 4 | 4 | | | Remove |
| 567+38.4 | 526.5 Rt. | 2 | 2 | | | Remove |
| 567+38.4 | 526.5 Rt. | 3 | 3 | | | Remove |
| 567+38.4 | 526.5 Rt. | 7 | | 7 | | Remove |
| 567+38.4 | 540.9 Rt. | 5 | 5 | | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 567+39.3 | 520.2 Rt. | 1 | 1 | | | Remove |
| 567+39.3 | 520.2 Rt. | 4 | 4 | | | Remove |
| 567+40.1 | 193.4 Rt. | 8 | | 8 | | Do not remove. |
| 567+40.1 | 193.4 Rt. | 10 | | 10 | | Do not remove. |
| 567+43.3 | 222.6 Rt. | 6 | | 6 | | Do not remove. |
| 567+43.3 | 222.6 Rt. | 9 | | 9 | | Do not remove. |
| 567+43.8 | 271.2 Rt. | 2 | 2 | | | Do not remove. |
| 567+43.8 | 271.2 Rt. | 2 | 2 | | | Do not remove. |
| 567+44.9 | 277.2 Rt. | 10 | | 10 | | Do not remove. |
| 567+45.1 | 264.0 Rt. | 4 | 4 | | | Do not remove. |
| 567+45.1 | 264.0 Rt. | 4 | 4 | | | Do not remove. |
| 567+46.2 | 295.6 Rt. | 10 | | 10 | | Do not remove. |
| 567+47.1 | 194.3 Rt. | 8 | | 8 | | Do not remove. |
| 567+47.4 | 261.9 Rt. | 3 | 3 | | | Do not remove. |
| 567+47.4 | 261.9 Rt. | 3 | 3 | | | Do not remove. |
| 567+47.4 | 261.9 Rt. | 3 | 3 | | | Do not remove. |
| 567+48.1 | 526.7 Rt. | 6 | | 6 | | Remove |
| 567+48.2 | 520.8 Rt. | 4 | 4 | | | Remove |
| 567+49.4 | 524.6 Rt. | 7 | | 7 | | Remove |
| 567+49.5 | 516.1 Rt. | 1 | 1 | | | Remove |
| 567+49.5 | 516.1 Rt. | 2 | 2 | | | Remove |
| 567+49.5 | 516.1 Rt. | 2 | 2 | | | Remove |
| 567+49.8 | 518.9 Rt. | 1 | 1 | | | Remove |
| 567+49.8 | 518.9 Rt. | 2 | 2 | | | Remove |
| 567+49.8 | 518.9 Rt. | 5 | 5 | | | Remove |
| 567+50.3 | 421.1 Rt. | 9 | | 9 | | Do not remove. |
| 567+50.4 | 509.6 Rt. | 8 | | 8 | | Remove |
| 567+50.5 | 513.5 Rt. | 2 | 2 | | | Remove |
| 567+50.5 | 513.5 Rt. | 3 | 3 | | | Remove |
| 567+50.9 | 162.5 Rt. | 9 | | 9 | | Do not remove. |
| 567+51.2 | 360.9 Rt. | 1 | 1 | | | Do not remove. |
| 567+51.2 | 360.9 Rt. | 13 | | 13 | | Do not remove. |
| 567+51.9 | 451.6 Rt. | 17 | | | 17 | Do not remove. |
| 567+52.4 | 331.1 Rt. | 1 | 1 | | | Do not remove. |
| 567+52.4 | 331.1 Rt. | 1 | 1 | | | Do not remove. |
| 567+52.4 | 331.1 Rt. | 11 | | 11 | | Do not remove. |
| 567+55.9 | 229.2 Rt. | 10 | | 10 | | Do not remove. |
| 567+58.1 | 171.2 Rt. | 2 | 2 | | | Do not remove. |
| 567+58.1 | 171.2 Rt. | 2 | 2 | | | Do not remove. |
| 567+58.1 | 171.2 Rt. | 3 | 3 | | | Do not remove. |
| 567+58.1 | 171.2 Rt. | 3 | 3 | | | Do not remove. |
| 567+61.5 | 159.9 Rt. | 8 | | 8 | | Do not remove. |
| 567+61.9 | 277.5 Rt. | 10 | | 10 | | Do not remove. |
| 567+68.1 | 173.6 Rt. | 8 | | 8 | | Do not remove. |
| 567+69.8 | 537.4 Rt. | 9 | | 9 | | Remove |
| 567+69.8 | 537.4 Rt. | 9 | | 9 | | Remove |
| 567+71.5 | 514.7 Rt. | 19 | | | 19 | Do not remove. |
| 567+71.6 | 263.8 Rt. | 8 | | 8 | | Do not remove. |
| 567+72.3 | 310.1 Rt. | 12 | | 12 | | Do not remove. |
| 567+74.5 | 175.1 Rt. | 1 | 1 | | | Do not remove. |
| 567+74.5 | 175.1 Rt. | 2 | 2 | | | Do not remove. |
| 567+74.5 | 175.1 Rt. | 2 | 2 | | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 567+74.5 | 175.1 Rt. | 8 | | 8 | | Do not remove. |
| 567+74.7 | 438.2 Rt. | 13 | | 13 | | Do not remove. |
| 567+75.2 | 377.3 Rt. | 15 | | 15 | | Do not remove. |
| 567+75.3 | 407.5 Rt. | 19 | | | 19 | Do not remove. |
| 567+76.0 | 347.4 Rt. | 16 | | | 16 | Do not remove. |
| 567+76.7 | 163.5 Rt. | 4 | 4 | | | Do not remove. |
| 567+76.7 | 163.5 Rt. | 11 | | 11 | | Do not remove. |
| 567+80.2 | 216.4 Rt. | 9 | | 9 | | Do not remove. |
| 567+80.8 | 167.1 Rt. | 2 | 2 | | | Remove |
| 567+80.8 | 167.1 Rt. | 2 | 2 | | | Remove |
| 567+80.8 | 167.1 Rt. | 8 | | 8 | | Remove |
| 567+83.0 | 287.1 Rt. | 8 | | 8 | | Do not remove. |
| 567+87.2 | 482.5 Rt. | 4 | 4 | | | Do not remove. |
| 567+88.0 | 486.4 Rt. | 3 | 3 | | | Do not remove. |
| 567+88.0 | 486.4 Rt. | 4 | 4 | | | Do not remove. |
| 567+88.0 | 478.4 Rt. | 2 | 2 | | | Do not remove. |
| 567+88.0 | 478.4 Rt. | 4 | 4 | | | Do not remove. |
| 567+88.0 | 478.4 Rt. | 6 | | 6 | | Do not remove. |
| 567+88.0 | 476.0 Rt. | 2 | 2 | | | Do not remove. |
| 567+88.4 | 483.5 Rt. | 2 | 2 | | | Do not remove. |
| 567+88.4 | 483.5 Rt. | 3 | 3 | | | Do not remove. |
| 567+88.4 | 483.5 Rt. | 4 | 4 | | | Do not remove. |
| 567+88.7 | 499.6 Rt. | 4 | 4 | | | Do not remove. |
| 567+88.7 | 494.1 Rt. | 6 | | 6 | | Do not remove. |
| 567+89.3 | 507.7 Rt. | 1 | 1 | | | Do not remove. |
| 567+89.6 | 297.8 Rt. | 1 | 1 | | | Remove |
| 567+89.6 | 297.8 Rt. | 6 | | 6 | | Remove |
| 567+89.6 | 488.7 Rt. | 2 | 2 | | | Do not remove. |
| 567+89.6 | 488.7 Rt. | 2 | 2 | | | Do not remove. |
| 567+89.6 | 488.7 Rt. | 2 | 2 | | | Do not remove. |
| 567+89.6 | 488.7 Rt. | 3 | 3 | | | Do not remove. |
| 567+90.4 | 200.1 Rt. | 1 | 1 | | | Remove |
| 567+90.4 | 200.1 Rt. | 1 | 1 | | | Remove |
| 567+90.9 | 538.6 Rt. | 8 | | 8 | | Remove |
| 567+91.3 | 148.3 Rt. | 4 | 4 | | | Do not remove. |
| 567+91.3 | 148.3 Rt. | 4 | 4 | | | Remove |
| 567+91.3 | 148.3 Rt. | 6 | | 6 | | Remove |
| 567+95.3 | 192.5 Rt. | 2 | 2 | | | Remove |
| 567+95.3 | 192.5 Rt. | 2 | 2 | | | Remove |
| 567+95.3 | 192.5 Rt. | 11 | | 11 | | Remove |
| 567+95.6 | 242.2 Rt. | 5 | 5 | | | Remove |
| 567+96.7 | 205.4 Rt. | 2 | 2 | | | Remove |
| 567+96.7 | 205.4 Rt. | 2 | 2 | | | Remove |
| 567+96.7 | 205.4 Rt. | 3 | 3 | | | Remove |
| 567+96.7 | 205.4 Rt. | 5 | 5 | | | Remove |
| 567+97.1 | 232.9 Rt. | 12 | | 12 | | Do not remove. |
| 567+97.7 | 256.4 Rt. | 8 | | 8 | | Do not remove. |
| 567+98.0 | 147.2 Rt. | 1 | 1 | | | Remove |
| 567+98.0 | 147.2 Rt. | 2 | 2 | | | Remove |
| 567+98.3 | 252.3 Rt. | 2 | 2 | | | Remove |
| 567+98.3 | 252.3 Rt. | 2 | 2 | | | Remove |
| 567+98.3 | 252.3 Rt. | 3 | 3 | | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 567+98.3 | 269.6 Rt. | 2 | 2 | | | Remove |
| 567+98.3 | 269.6 Rt. | 4 | 4 | | | Remove |
| 567+98.7 | 298.5 Rt. | 5 | 5 | | | Remove |
| 567+98.9 | 280.0 Rt. | 2 | 2 | | | Remove |
| 567+98.9 | 280.0 Rt. | 3 | 3 | | | Remove |
| 567+99.2 | 294.5 Rt. | 6 | | 6 | | Remove |
| 567+99.4 | 439.0 Rt. | 1 | 1 | | | Do not remove. |
| 567+99.6 | 438.2 Rt. | 1 | 1 | | | Do not remove. |
| 567+99.6 | 438.2 Rt. | 1 | 1 | | | Do not remove. |
| 567+99.6 | 438.2 Rt. | 1 | 1 | | | Do not remove. |
| 567+99.7 | 418.0 Rt. | 2 | 2 | | | Do not remove. |
| 567+99.9 | 266.4 Rt. | 3 | 3 | | | Do not remove. |
| 568+00.0 | 479.9 Rt. | 3 | 3 | | | Remove |
| 568+00.1 | 309.0 Rt. | 1 | 1 | | | Remove |
| 568+00.1 | 309.0 Rt. | 1 | 1 | | | Remove |
| 568+00.1 | 309.0 Rt. | 4 | 4 | | | Remove |
| 568+00.1 | 309.0 Rt. | 5 | 5 | | | Remove |
| 568+00.2 | 469.4 Rt. | 1 | 1 | | | Remove |
| 568+00.2 | 469.4 Rt. | 3 | 3 | | | Remove |
| 568+00.2 | 469.4 Rt. | 3 | 3 | | | Remove |
| 568+00.7 | 320.5 Rt. | 3 | 3 | | | Remove |
| 568+00.7 | 320.5 Rt. | 3 | 3 | | | Remove |
| 568+00.7 | 320.5 Rt. | 5 | 5 | | | Remove |
| 568+00.7 | 443.1 Rt. | 6 | | 6 | | Do not remove. |
| 568+00.7 | 457.5 Rt. | 1 | 1 | | | Do not remove. |
| 568+00.7 | 457.5 Rt. | 1 | 1 | | | Do not remove. |
| 568+00.7 | 457.5 Rt. | 3 | 3 | | | Do not remove. |
| 568+00.7 | 483.8 Rt. | 1 | 1 | | | Remove |
| 568+00.7 | 431.9 Rt. | 4 | 4 | | | Do not remove. |
| 568+00.7 | 459.8 Rt. | 1 | 1 | | | Do not remove. |
| 568+00.7 | 459.8 Rt. | 1 | 1 | | | Do not remove. |
| 568+00.7 | 459.8 Rt. | 1 | 1 | | | Do not remove. |
| 568+00.7 | 459.8 Rt. | 3 | 3 | | | Do not remove. |
| 568+01.1 | 476.1 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.1 | 476.1 Rt. | 3 | 3 | | | Do not remove. |
| 568+01.1 | 467.7 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.1 | 467.7 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.1 | 454.0 Rt. | 2 | 2 | | | Do not remove. |
| 568+01.1 | 454.0 Rt. | 4 | 4 | | | Do not remove. |
| 568+01.2 | 446.1 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.2 | 446.1 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.2 | 446.1 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.2 | 446.1 Rt. | 4 | 4 | | | Do not remove. |
| 568+01.2 | 452.2 Rt. | 4 | 4 | | | Do not remove. |
| 568+01.3 | 451.3 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.3 | 451.3 Rt. | 2 | 2 | | | Do not remove. |
| 568+01.3 | 451.3 Rt. | 6 | | 6 | | Do not remove. |
| 568+01.4 | 464.2 Rt. | 2 | 2 | | | Do not remove. |
| 568+01.5 | 423.1 Rt. | 2 | 2 | | | Do not remove. |
| 568+01.5 | 423.1 Rt. | 3 | 3 | | | Do not remove. |
| 568+01.5 | 471.1 Rt. | 2 | 2 | | | Do not remove. |
| 568+01.5 | 471.1 Rt. | 3 | 3 | | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 568+01.5 | 472.7 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.5 | 472.7 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.7 | 518.9 Rt. | 2 | 2 | | | Remove |
| 568+01.7 | 518.9 Rt. | 2 | 2 | | | Remove |
| 568+01.7 | 477.7 Rt. | 3 | 3 | | | Do not remove. |
| 568+01.7 | 546.1 Rt. | 5 | 5 | | | Remove |
| 568+01.7 | 546.1 Rt. | 6 | | 6 | | Remove |
| 568+01.8 | 447.3 Rt. | 3 | 3 | | | Do not remove. |
| 568+01.8 | 339.9 Rt. | 4 | 4 | | | Do not remove. |
| 568+01.8 | 339.9 Rt. | 8 | | 8 | | Do not remove. |
| 568+01.8 | 455.4 Rt. | 1 | 1 | | | Do not remove. |
| 568+01.8 | 455.4 Rt. | 2 | 2 | | | Do not remove. |
| 568+02.1 | 424.8 Rt. | 5 | 5 | | | Do not remove. |
| 568+02.3 | 488.2 Rt. | 6 | | 6 | | Remove |
| 568+02.3 | 523.0 Rt. | 1 | 1 | | | Remove |
| 568+02.3 | 523.0 Rt. | 8 | | 8 | | Remove |
| 568+02.5 | 496.5 Rt. | 1 | 1 | | | Remove |
| 568+02.5 | 496.5 Rt. | 4 | 4 | | | Remove |
| 568+10.2 | 238.5 Rt. | 2 | 2 | | | Remove |
| 568+10.2 | 238.5 Rt. | 3 | 3 | | | Remove |
| 568+10.2 | 238.5 Rt. | 4 | 4 | | | Remove |
| 568+10.2 | 238.5 Rt. | 7 | | 7 | | Remove |
| 568+11.0 | 250.4 Rt. | 10 | | 10 | | Remove |
| 568+12.0 | 280.5 Rt. | 8 | | 8 | | Remove |
| 568+12.4 | 448.6 Rt. | 1 | 1 | | | Remove |
| 568+12.9 | 449.3 Rt. | 1 | 1 | | | Remove |
| 568+13.0 | 473.2 Rt. | 1 | 1 | | | Remove |
| 568+13.0 | 473.2 Rt. | 17 | | | 17 | Remove |
| 568+13.2 | 443.1 Rt. | 2 | 2 | | | Remove |
| 568+13.2 | 440.9 Rt. | 1 | 1 | | | Remove |
| 568+13.3 | 450.5 Rt. | 1 | 1 | | | Remove |
| 568+13.3 | 450.5 Rt. | 1 | 1 | | | Remove |
| 568+13.4 | 442.5 Rt. | 6 | | 6 | | Remove |
| 568+13.6 | 446.4 Rt. | 2 | 2 | | | Remove |
| 568+13.6 | 446.4 Rt. | 6 | | 6 | | Remove |
| 568+13.7 | 413.1 Rt. | 1 | 1 | | | Remove |
| 568+13.9 | 430.0 Rt. | 3 | 3 | | | Remove |
| 568+13.9 | 433.7 Rt. | 5 | 5 | | | Remove |
| 568+14.5 | 436.1 Rt. | 3 | 3 | | | Remove |
| 568+14.5 | 454.9 Rt. | 3 | 3 | | | Remove |
| 568+14.8 | 398.4 Rt. | 7 | | 7 | | Remove |
| 568+15.0 | 422.8 Rt. | 7 | | 7 | | Remove |
| 568+15.2 | 462.6 Rt. | 1 | 1 | | | Remove |
| 568+15.2 | 503.0 Rt. | 10 | | 10 | | Remove |
| 568+15.8 | 416.1 Rt. | 5 | 5 | | | Remove |
| 568+16.0 | 403.4 Rt. | 7 | | 7 | | Remove |
| 568+22.8 | 205.2 Rt. | 3 | 3 | | | Remove |
| 568+22.8 | 205.2 Rt. | 3 | 3 | | | Remove |
| 568+22.8 | 205.2 Rt. | 4 | 4 | | | Remove |
| 568+22.8 | 205.2 Rt. | 6 | | 6 | | Remove |
| 568+25.3 | 500.9 Rt. | 2 | 2 | | | Remove |
| 568+25.3 | 500.9 Rt. | 2 | 2 | | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 568+25.3 | 500.9 Rt. | 2 | 2 | | | Remove |
| 568+25.3 | 500.9 Rt. | 2 | 2 | | | Remove |
| 568+25.6 | 315.6 Rt. | 4 | 4 | | | Remove |
| 568+25.6 | 315.6 Rt. | 4 | 4 | | | Remove |
| 568+25.6 | 315.6 Rt. | 6 | | 6 | | Remove |
| 568+25.7 | 496.0 Rt. | 4 | 4 | | | Remove |
| 568+26.2 | 379.1 Rt. | 3 | 3 | | | Remove |
| 568+26.2 | 379.1 Rt. | 4 | 4 | | | Remove |
| 568+26.2 | 379.1 Rt. | 8 | | 8 | | Remove |
| 568+26.2 | 456.4 Rt. | 1 | 1 | | | Remove |
| 568+26.3 | 459.9 Rt. | 1 | 1 | | | Remove |
| 568+26.3 | 459.9 Rt. | 3 | 3 | | | Remove |
| 568+26.4 | 385.1 Rt. | 4 | 4 | | | Remove |
| 568+26.7 | 470.6 Rt. | 2 | 2 | | | Remove |
| 568+26.7 | 470.6 Rt. | 5 | 5 | | | Remove |
| 568+26.7 | 452.7 Rt. | 1 | 1 | | | Remove |
| 568+26.8 | 454.0 Rt. | 3 | 3 | | | Remove |
| 568+26.9 | 465.9 Rt. | 1 | 1 | | | Remove |
| 568+26.9 | 465.9 Rt. | 2 | 2 | | | Remove |
| 568+26.9 | 465.9 Rt. | 6 | | 6 | | Remove |
| 568+27.0 | 470.3 Rt. | 2 | 2 | | | Remove |
| 568+27.0 | 470.3 Rt. | 5 | 5 | | | Remove |
| 568+27.1 | 476.8 Rt. | 1 | 1 | | | Remove |
| 568+27.1 | 476.8 Rt. | 1 | 1 | | | Remove |
| 568+27.4 | 473.2 Rt. | 1 | 1 | | | Remove |
| 568+27.4 | 473.2 Rt. | 5 | 5 | | | Remove |
| 568+27.5 | 477.8 Rt. | 2 | 2 | | | Remove |
| 568+27.5 | 479.4 Rt. | 1 | 1 | | | Remove |
| 568+27.5 | 479.4 Rt. | 4 | 4 | | | Remove |
| 568+27.9 | 384.4 Rt. | 1 | 1 | | | Remove |
| 568+61.9 | 547.1 Rt. | 2 | 2 | | | Remove |
| 568+61.9 | 547.1 Rt. | 4 | 4 | | | Remove |
| 568+63.4 | 386.5 Rt. | 7 | | 7 | | Remove |
| 568+63.4 | 386.5 Rt. | 7 | | 7 | | Remove |
| 568+63.4 | 386.5 Rt. | 9 | | 9 | | Remove |
| 568+63.4 | 386.5 Rt. | 11 | | 11 | | Remove |
| 568+66.0 | 175.2 Rt. | 3 | 3 | | | Remove |
| 568+66.0 | 175.2 Rt. | 3 | 3 | | | Remove |
| 568+66.0 | 175.2 Rt. | 3 | 3 | | | Remove |
| 568+82.7 | 95.0 Rt. | 4 | 4 | | | Remove |
| 568+82.7 | 95.0 Rt. | 4 | 4 | | | Remove |
| | | | | | | |
| RAMP D | | | | | | |
| 570+36.3 | 114.2 Rt. | 18 | | | 18 | Remove |
| 570+38.4 | 107.2 Rt. | 6 | | 6 | | Remove |
| 570+56.9 | 236.5 Rt. | 10 | | 10 | | Remove |
| 570+61.0 | 531.9 Rt. | 18 | | | 18 | Remove |
| 570+67.2 | 349.1 Rt. | 10 | | 10 | | Remove |
| 570+71.0 | 261.7 Rt. | 8 | | 8 | | Remove |
| 570+71.8 | 501.1 Rt. | 2 | 2 | | | Do not remove. |
| 570+73.5 | 266.6 Rt. | 10 | | 10 | | Remove |
| 570+79.1 | 257.3 Rt. | 8 | | 8 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 570+81.0 | 359.5 Rt. | 6 | | 6 | | Do not remove. |
| 570+81.8 | 232.1 Rt. | 10 | | 10 | | Remove |
| 570+82.1 | 234.1 Rt. | 8 | | 8 | | Remove |
| 570+83.0 | 287.3 Rt. | 2 | 2 | | | Do not remove. |
| 570+83.4 | 324.9 Rt. | 6 | | 6 | | Do not remove. |
| 570+84.2 | 291.5 Rt. | 2 | 2 | | | Do not remove. |
| 570+85.1 | 296.8 Rt. | 2 | 2 | | | Do not remove. |
| 570+85.3 | 256.2 Rt. | 10 | | 10 | | Remove |
| 570+85.3 | 272.6 Rt. | 6 | | 6 | | Remove |
| 570+85.9 | 308.1 Rt. | 2 | 2 | | | Do not remove. |
| 570+85.9 | 308.1 Rt. | 6 | | 6 | | Do not remove. |
| 570+87.1 | 300.8 Rt. | 2 | 2 | | | Do not remove. |
| 570+87.1 | 320.4 Rt. | 12 | | 12 | | Do not remove. |
| 570+87.3 | 297.8 Rt. | 2 | 2 | | | Do not remove. |
| 570+89.1 | 306.6 Rt. | 4 | 4 | | | Do not remove. |
| 570+89.9 | 255.3 Rt. | 2 | 2 | | | Do not remove. |
| 570+90.5 | 471.6 Rt. | 4 | 4 | | | Do not remove. |
| 570+90.5 | 471.6 Rt. | 4 | 4 | | | Do not remove. |
| 570+90.5 | 471.6 Rt. | 4 | 4 | | | Do not remove. |
| 570+90.6 | 256.8 Rt. | 2 | 2 | | | Remove |
| 570+94.4 | 289.9 Rt. | 12 | | 12 | | Do not remove. |
| 570+94.7 | 381.5 Rt. | 14 | | 14 | | Do not remove. |
| 570+95.1 | 291.7 Rt. | 2 | 2 | | | Do not remove. |
| 570+95.1 | 291.7 Rt. | 2 | 2 | | | Do not remove. |
| 570+95.7 | 289.9 Rt. | 2 | 2 | | | Do not remove. |
| 570+96.2 | 352.1 Rt. | 16 | | | 16 | Do not remove. |
| 570+97.5 | 308.4 Rt. | 2 | 2 | | | Do not remove. |
| 570+98.3 | 278.2 Rt. | 4 | 4 | | | Do not remove. |
| 570+98.8 | 266.3 Rt. | 6 | | 6 | | Do not remove. |
| 571+00.5 | 290.6 Rt. | 4 | 4 | | | Do not remove. |
| 571+01.1 | 259.8 Rt. | 2 | 2 | | | Do not remove. |
| 571+02.1 | 263.7 Rt. | 18 | | | 18 | Do not remove. |
| 571+17.9 | 234.6 Rt. | 8 | | 8 | | Do not remove. |
| 571+17.9 | 234.6 Rt. | 8 | | 8 | | Do not remove. |
| 571+19.7 | 396.7 Rt. | 16 | | | 16 | Do not remove. |
| 571+22.1 | 308.6 Rt. | 4 | 4 | | | Do not remove. |
| 571+22.1 | 338.5 Rt. | 16 | | | 16 | Do not remove. |
| 571+22.2 | 368.4 Rt. | 12 | | 12 | | Do not remove. |
| 571+24.5 | 307.5 Rt. | 18 | | | 18 | Do not remove. |
| 571+25.8 | 279.6 Rt. | 18 | | | 18 | Do not remove. |
| 571+32.5 | 228.6 Rt. | 6 | | 6 | | Do not remove. |
| 571+33.2 | 225.8 Rt. | 8 | | 8 | | Do not remove. |
| 571+34.7 | 157.7 Rt. | 6 | | 6 | | Do not remove. |
| 571+34.7 | 227.9 Rt. | 6 | | 6 | | Do not remove. |
| 571+39.6 | 200.7 Rt. | 4 | 4 | | | Do not remove. |
| 571+41.1 | 202.2 Rt. | 10 | | 10 | | Do not remove. |
| 571+42.8 | 444.3 Rt. | 20 | | | 20 | Do not remove. |
| 571+43.1 | 248.5 Rt. | 6 | | 6 | | Do not remove. |
| 571+43.4 | 252.6 Rt. | 4 | 4 | | | Do not remove. |
| 571+44.1 | 249.7 Rt. | 6 | | 6 | | Do not remove. |
| 571+44.3 | 199.7 Rt. | 6 | | 6 | | Do not remove. |
| 571+45.5 | 385.1 Rt. | 12 | | 12 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 571+46.9 | 407.9 Rt. | 4 | 4 | | | Do not remove. |
| 571+47.8 | 326.1 Rt. | 12 | | 12 | | Do not remove. |
| 571+49.6 | 296.4 Rt. | 20 | | | 20 | Do not remove. |
| 571+52.0 | 359.1 Rt. | 6 | | 6 | | Do not remove. |
| 571+52.7 | 136.8 Rt. | 18 | | | 18 | Do not remove. |
| 571+57.6 | 365.8 Rt. | 2 | 2 | | | Do not remove. |
| 571+59.6 | 351.6 Rt. | 12 | | 12 | | Do not remove. |
| 571+69.8 | 402.7 Rt. | 20 | | | 20 | Do not remove. |
| 571+71.3 | 371.9 Rt. | 8 | | 8 | | Do not remove. |
| 571+73.1 | 343.4 Rt. | 14 | | 14 | | Do not remove. |
| 571+82.7 | 375.3 Rt. | 14 | | 14 | | Do not remove. |
| 571+83.0 | 385.6 Rt. | 2 | 2 | | | Do not remove. |
| 571+83.0 | 385.6 Rt. | 2 | 2 | | | Do not remove. |
| 571+83.4 | 355.2 Rt. | 4 | 4 | | | Do not remove. |
| 571+86.8 | 337.3 Rt. | 4 | 4 | | | Do not remove. |
| 571+88.0 | 440.8 Rt. | 12 | | 12 | | Do not remove. |
| 571+93.7 | 367.0 Rt. | 2 | 2 | | | Do not remove. |
| 571+93.7 | 367.0 Rt. | 2 | 2 | | | Do not remove. |
| 571+94.4 | 377.5 Rt. | 4 | 4 | | | Do not remove. |
| 571+94.5 | 385.0 Rt. | 6 | | 6 | | Do not remove. |
| 571+94.5 | 385.0 Rt. | 8 | | 8 | | Do not remove. |
| 571+96.8 | 330.1 Rt. | 2 | 2 | | | Do not remove. |
| 572+02.7 | 350.9 Rt. | 6 | | 6 | | Do not remove. |
| 572+03.7 | 358.0 Rt. | 24 | | | 24 | Do not remove. |
| 572+04.3 | 428.3 Rt. | 16 | | | 16 | Do not remove. |
| 572+04.8 | 338.1 Rt. | 4 | 4 | | | Do not remove. |
| 572+05.2 | 362.6 Rt. | 8 | | 8 | | Do not remove. |
| 572+05.5 | 351.0 Rt. | 4 | 4 | | | Do not remove. |
| 572+06.2 | 325.5 Rt. | 6 | | 6 | | Do not remove. |
| 572+06.7 | 369.6 Rt. | 6 | | 6 | | Do not remove. |
| 572+09.6 | 299.4 Rt. | 20 | | | 20 | Do not remove. |
| 572+11.1 | 385.3 Rt. | 10 | | 10 | | Do not remove. |
| 572+11.2 | 373.3 Rt. | 8 | | 8 | | Do not remove. |
| 572+19.8 | 216.8 Rt. | 12 | | 12 | | Do not remove. |
| 572+20.7 | 363.3 Rt. | 14 | | 14 | | Do not remove. |
| 572+25.5 | 460.6 Rt. | 6 | | 6 | | Remove |
| 572+29.9 | 327.0 Rt. | 14 | | 14 | | Do not remove. |
| 572+29.9 | 327.0 Rt. | 14 | | 14 | | Do not remove. |
| 572+31.6 | 335.5 Rt. | 8 | | 8 | | Do not remove. |
| 572+36.0 | 204.6 Rt. | 10 | | 10 | | Do not remove. |
| 572+39.2 | 203.1 Rt. | 12 | | 12 | | Do not remove. |
| 572+49.7 | 337.5 Rt. | 12 | | 12 | | Do not remove. |
| 572+52.2 | 370.0 Rt. | 14 | | 14 | | Do not remove. |
| 572+53.0 | 340.6 Rt. | 12 | | 12 | | Do not remove. |
| 572+53.4 | 376.5 Rt. | 14 | | 14 | | Do not remove. |
| 572+60.6 | 273.4 Rt. | 14 | | 14 | | Do not remove. |
| 572+61.7 | 203.8 Rt. | 12 | | 12 | | Do not remove. |
| 572+68.2 | 275.2 Rt. | 14 | | 14 | | Do not remove. |
| 572+73.1 | 443.2 Rt. | 14 | | 14 | | Remove |
| 572+74.1 | 273.8 Rt. | 2 | 2 | | | Do not remove. |
| 572+75.6 | 388.4 Rt. | 18 | | | 18 | Remove |
| 572+80.5 | 325.9 Rt. | 20 | | | 20 | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 572+82.7 | 229.2 Rt. | 18 | | | 18 | Do not remove. |
| 572+86.7 | 274.0 Rt. | 2 | 2 | | | Do not remove. |
| 572+92.7 | 337.0 Rt. | 10 | | 10 | | Remove |
| 572+94.3 | 274.9 Rt. | 4 | 4 | | | Do not remove. |
| 572+97.8 | 230.2 Rt. | 12 | | 12 | | Do not remove. |
| 573+00.7 | 335.3 Rt. | 14 | | 14 | | Remove |
| 573+01.3 | 271.7 Rt. | 6 | | 6 | | Do not remove. |
| 573+03.9 | 285.4 Rt. | 10 | | 10 | | Remove |
| 573+04.4 | 295.9 Rt. | 12 | | 12 | | Remove |
| 573+06.7 | 306.9 Rt. | 10 | | 10 | | Remove |
| 573+06.8 | 272.8 Rt. | 4 | 4 | | | Do not remove. |
| 573+07.8 | 394.7 Rt. | 12 | | 12 | | Remove |
| 573+10.8 | 194.9 Rt. | 16 | | | 16 | Do not remove. |
| 573+11.0 | 272.8 Rt. | 6 | | 6 | | Do not remove. |
| 573+11.2 | 136.2 Rt. | 12 | | 12 | | Do not remove. |
| 573+14.1 | 353.0 Rt. | 16 | | | 16 | Remove |
| 573+17.4 | 285.4 Rt. | 12 | | 12 | | Do not remove. |
| 573+17.4 | 285.4 Rt. | 12 | | 12 | | Remove |
| 573+19.9 | 434.3 Rt. | 18 | | | 18 | Remove |
| 573+20.0 | 135.2 Rt. | 12 | | 12 | | Do not remove. |
| 573+20.5 | 424.0 Rt. | 14 | | 14 | | Remove |
| 573+21.8 | 150.2 Rt. | 12 | | 12 | | Do not remove. |
| 573+25.0 | 240.8 Rt. | 12 | | 12 | | Do not remove. |
| 573+25.2 | 205.4 Rt. | 12 | | 12 | | Do not remove. |
| 573+25.4 | 320.2 Rt. | 10 | | 10 | | Remove |
| 573+37.3 | 183.2 Rt. | 12 | | 12 | | Do not remove. |
| 573+37.5 | 261.4 Rt. | 12 | | 12 | | Remove |
| 573+39.2 | 147.5 Rt. | 16 | | | 16 | Do not remove. |
| 573+39.5 | 206.1 Rt. | 12 | | 12 | | Do not remove. |
| 573+48.0 | 242.2 Rt. | 14 | | 14 | | Remove |
| 573+60.2 | 136.0 Rt. | 12 | | 12 | | Do not remove. |
| 573+62.6 | 428.5 Rt. | 18 | | | 18 | Do not remove. |
| 573+62.6 | 428.5 Rt. | 44 | | | 44 | Remove |
| 573+66.6 | 136.8 Rt. | 10 | | 10 | | Do not remove. |
| 573+73.0 | 309.7 Rt. | 16 | | | 16 | Remove |
| 573+76.7 | 236.2 Rt. | 12 | | 12 | | Remove |
| 573+80.3 | 150.0 Rt. | 12 | | 12 | | Do not remove. |
| 573+87.0 | 246.8 Rt. | 16 | | | 16 | Remove |
| 573+93.9 | 173.3 Rt. | 16 | | | 16 | Remove |
| 573+94.4 | 274.5 Rt. | 14 | | 14 | | Remove |
| 573+98.8 | 151.4 Rt. | 14 | | 14 | | Do not remove. |
| 574+02.8 | 240.6 Rt. | 18 | | | 18 | Remove |
| 574+04.1 | 195.0 Rt. | 14 | | 14 | | Remove |
| 574+05.5 | 228.9 Rt. | 10 | | 10 | | Remove |
| 574+07.1 | 342.0 Rt. | 10 | | 10 | | Remove |
| 574+11.9 | 207.9 Rt. | 10 | | 10 | | Remove |
| 574+13.1 | 341.7 Rt. | 10 | | 10 | | Remove |
| 574+16.1 | 330.9 Rt. | 10 | | 10 | | Remove |
| 574+17.2 | 365.1 Rt. | 12 | | 12 | | Remove |
| 574+20.2 | 239.2 Rt. | 20 | | | 20 | Remove |
| 574+21.0 | 170.7 Rt. | 4 | 4 | | | Remove |
| 574+22.2 | 151.3 Rt. | 12 | | 12 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 574+23.0 | 227.4 Rt. | 18 | | | 18 | Remove |
| 574+28.4 | 346.3 Rt. | 14 | | 14 | | Remove |
| 574+28.6 | 366.1 Rt. | 14 | | 14 | | Remove |
| 574+32.8 | 192.3 Rt. | 16 | | | 16 | Remove |
| 574+35.7 | 239.6 Rt. | 12 | | 12 | | Remove |
| 574+36.3 | 262.4 Rt. | 16 | | | 16 | Remove |
| 574+43.1 | 153.8 Rt. | 12 | | 12 | | Remove |
| 574+47.2 | 308.2 Rt. | 14 | | 14 | | Remove |
| 574+47.5 | 181.8 Rt. | 16 | | | 16 | Remove |
| 574+47.8 | 261.7 Rt. | 20 | | | 20 | Remove |
| 574+54.9 | 308.1 Rt. | 12 | | 12 | | Remove |
| 574+56.1 | 205.0 Rt. | 12 | | 12 | | Remove |
| 574+58.1 | 151.6 Rt. | 16 | | | 16 | Remove |
| 574+60.0 | 240.4 Rt. | 18 | | | 18 | Remove |
| 574+65.8 | 162.5 Rt. | 16 | | | 16 | Remove |
| 574+81.1 | 240.4 Rt. | 14 | | 14 | | Remove |
| 574+82.0 | 308.3 Rt. | 12 | | 12 | | Remove |
| 574+83.7 | 226.5 Rt. | 10 | | 10 | | Remove |
| 574+86.8 | 261.8 Rt. | 18 | | | 18 | Remove |
| 574+90.7 | 244.1 Rt. | 12 | | 12 | | Remove |
| 574+98.4 | 247.6 Rt. | 10 | | 10 | | Remove |
| 575+02.7 | 228.5 Rt. | 16 | | | 16 | Remove |
| 575+05.6 | 246.1 Rt. | 8 | | 8 | | Remove |
| 575+13.2 | 239.8 Rt. | 14 | | 14 | | Remove |
| 575+19.0 | 240.0 Rt. | 16 | | | 16 | Remove |
| 575+22.3 | 229.5 Rt. | 18 | | | 18 | Remove |
| 575+34.8 | 218.0 Rt. | 16 | | | 16 | Remove |
| 575+51.2 | 216.9 Rt. | 16 | | | 16 | Remove |
| 575+51.3 | 228.4 Rt. | 20 | | | 20 | Remove |
| 575+56.9 | 153.9 Rt. | 24 | | | 24 | Remove |
| 575+57.1 | 153.2 Rt. | 2 | 2 | | | Remove |
| 575+60.5 | 150.5 Rt. | 16 | | | 16 | Remove |
| 575+67.4 | 150.6 Rt. | 26 | | | 26 | Remove |
| 575+88.9 | 218.3 Rt. | 16 | | | 16 | Remove |
| 576+03.2 | 166.0 Rt. | 14 | | 14 | | Remove |
| 576+11.3 | 151.2 Rt. | 24 | | | 24 | Remove |
| 576+12.2 | 167.9 Rt. | 8 | | 8 | | Remove |
| 576+22.1 | 162.3 Rt. | 12 | | 12 | | Remove |
| 576+34.9 | 163.7 Rt. | 10 | | 10 | | Remove |
| 576+46.5 | 162.4 Rt. | 8 | | 8 | | Remove |
| 576+51.4 | 159.1 Rt. | 2 | 2 | | | Remove |
| 576+51.4 | 159.1 Rt. | 2 | 2 | | | Remove |
| 576+61.7 | 157.3 Rt. | 2 | 2 | | | Remove |
| 576+64.3 | 138.5 Rt. | 12 | | 12 | | Remove |
| 576+68.6 | 140.5 Rt. | 24 | | | 24 | Remove |
| 576+77.5 | 143.5 Rt. | 24 | | | 24 | Remove |
| 578+62.7 | 153.8 Rt. | 18 | | | 18 | Remove |
| 579+07.2 | 144.8 Rt. | 18 | | | 18 | Do not remove. |
| 579+56.5 | 124.0 Rt. | 18 | | | 18 | Remove |
| 580+03.0 | 119.0 Rt. | 22 | | | 22 | Do not remove. |
| 580+54.6 | 107.6 Rt. | 12 | | 12 | | Do not remove. |
| 587+09.0 | 99.3 Rt. | 12 | | 12 | | Do not remove. |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 587+13.6 | 98.0 Rt. | 12 | | 12 | | Do not remove. |
| 587+34.9 | 99.5 Rt. | 12 | | 12 | | Do not remove. |
| 588+00.9 | 98.8 Rt. | 2 | 2 | | | Remove |
| 588+07.7 | 97.0 Rt. | 4 | 4 | | | Remove |
| 588+10.2 | 96.9 Rt. | 6 | | 6 | | Remove |
| 588+12.5 | 97.1 Rt. | 8 | | 8 | | Remove |
| 588+13.4 | 96.8 Rt. | 2 | 2 | | | Remove |
| 588+22.5 | 98.3 Rt. | 2 | 2 | | | Remove |
| 588+22.9 | 95.7 Rt. | 2 | 2 | | | Remove |
| 588+36.3 | 98.8 Rt. | 2 | 2 | | | Remove |
| 588+37.1 | 98.5 Rt. | 2 | 2 | | | Remove |
| 588+65.9 | 98.6 Rt. | 2 | 2 | | | Do not remove. |
| 588+83.6 | 98.2 Rt. | 2 | 2 | | | Do not remove. |
| 588+92.4 | 99.4 Rt. | 2 | 2 | | | Do not remove. |
| 589+01.5 | 97.9 Rt. | 2 | 2 | | | Do not remove. |
| 589+01.5 | 97.9 Rt. | 4 | 4 | | | Do not remove. |
| 589+02.5 | 98.6 Rt. | 6 | | 6 | | Do not remove. |
| 589+06.7 | 97.8 Rt. | 4 | 4 | | | Do not remove. |
| 589+09.3 | 99.0 Rt. | 2 | 2 | | | Do not remove. |
| 589+13.8 | 98.7 Rt. | 4 | 4 | | | Do not remove. |
| 589+29.3 | 97.8 Rt. | 2 | 2 | | | Do not remove. |
| 589+35.1 | 97.6 Rt. | 2 | 2 | | | Do not remove. |
| 589+37.2 | 98.3 Rt. | 4 | 4 | | | Do not remove. |
| 589+39.8 | 97.8 Rt. | 2 | 2 | | | Do not remove. |
| 589+43.5 | 98.9 Rt. | 2 | 2 | | | Do not remove. |
| 589+43.5 | 98.9 Rt. | 4 | 4 | | | Do not remove. |
| 589+52.3 | 98.9 Rt. | 4 | 4 | | | Do not remove. |
| 589+52.3 | 98.9 Rt. | 4 | 4 | | | Do not remove. |
| 589+60.5 | 98.9 Rt. | 4 | 4 | | | Do not remove. |
| 590+05.3 | 97.9 Rt. | 12 | | 12 | | Do not remove. |
| 590+42.2 | 98.1 Rt. | 6 | | 6 | | Do not remove. |
| 592+57.2 | 96.8 Rt. | 12 | | 12 | | Do not remove. |
| 593+15.9 | 96.6 Rt. | 14 | | 14 | | Do not remove. |
| 594+14.3 | 94.9 Rt. | 12 | | 12 | | Do not remove. |
| 594+17.3 | 96.2 Rt. | 8 | | 8 | | Do not remove. |
| 594+85.6 | 99.0 Rt. | 16 | | | 16 | Do not remove. |
| 598+20.2 | 105.0 Rt. | 4 | 4 | | | Do not remove. |
| | | | | | | Do not remove. |
| RAMP B | | | | | | Do not remove. |
| 570+10.8 | 126.8 Lt. | 2 | 2 | | | Remove |
| 570+11.4 | 200.9 Lt. | 6 | | 6 | | Remove |
| 570+16.7 | 413.8 Lt. | 2 | 2 | | | Remove |
| 570+16.9 | 383.0 Lt. | 2 | 2 | | | Remove |
| 570+17.4 | 438.4 Lt. | 20 | | | 20 | Remove |
| 570+18.3 | 340.6 Lt. | 22 | | | 22 | Remove |
| 570+19.5 | 560.6 Lt. | 6 | | 6 | | Remove |
| 570+20.1 | 293.9 Lt. | 8 | | 8 | | Remove |
| 570+20.2 | 571.6 Lt. | 6 | | 6 | | Remove |
| 570+20.5 | 389.6 Lt. | 2 | 2 | | | Remove |
| 570+20.6 | 524.6 Lt. | 6 | | 6 | | Remove |
| 570+20.6 | 524.6 Lt. | 6 | | 6 | | Remove |
| 570+20.7 | 574.8 Lt. | 6 | | 6 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 570+20.8 | 587.1 Lt. | 6 | | 6 | | Remove |
| 570+21.2 | 586.1 Lt. | 6 | | 6 | | Remove |
| 570+21.4 | 450.1 Lt. | 16 | | | 16 | Remove |
| 570+21.9 | 179.6 Lt. | 6 | | 6 | | Remove |
| 570+21.9 | 162.0 Lt. | 6 | | 6 | | Remove |
| 570+22.0 | 331.1 Lt. | 4 | 4 | | | Remove |
| 570+22.4 | 546.9 Lt. | 6 | | 6 | | Remove |
| 570+22.9 | 146.7 Lt. | 6 | | 6 | | Remove |
| 570+22.9 | 581.0 Lt. | 6 | | 6 | | Remove |
| 570+23.1 | 412.9 Lt. | 2 | 2 | | | Remove |
| 570+23.3 | 373.6 Lt. | 24 | | | 24 | Remove |
| 570+23.3 | 342.4 Lt. | 4 | 4 | | | Remove |
| 570+23.8 | 228.2 Lt. | 6 | | 6 | | Remove |
| 570+23.8 | 347.9 Lt. | 2 | 2 | | | Remove |
| 570+24.1 | 357.2 Lt. | 6 | | 6 | | Remove |
| 570+24.2 | 338.0 Lt. | 4 | 4 | | | Remove |
| 570+24.4 | 156.8 Lt. | 4 | 4 | | | Remove |
| 570+24.7 | 443.8 Lt. | 6 | | 6 | | Remove |
| 570+25.1 | 181.5 Lt. | 6 | | 6 | | Remove |
| 570+25.6 | 185.9 Lt. | 6 | | 6 | | Remove |
| 570+26.0 | 461.0 Lt. | 12 | | 12 | | Remove |
| 570+26.4 | 418.9 Lt. | 6 | | 6 | | Remove |
| 570+26.5 | 343.7 Lt. | 5 | 5 | | | Remove |
| 570+26.7 | 284.4 Lt. | 4 | 4 | | | Remove |
| 570+27.0 | 353.4 Lt. | 10 | | 10 | | Remove |
| 570+27.7 | 461.6 Lt. | 12 | | 12 | | Remove |
| 570+29.6 | 244.1 Lt. | 12 | | 12 | | Remove |
| 570+29.8 | 202.1 Lt. | 6 | | 6 | | Remove |
| 570+30.3 | 459.6 Lt. | 4 | 4 | | | Remove |
| 570+30.8 | 224.8 Lt. | 6 | | 6 | | Remove |
| 570+66.7 | 456.5 Lt. | 16 | | | 16 | Remove |
| 570+78.2 | 349.0 Lt. | 8 | | 8 | | Remove |
| 570+78.2 | 349.0 Lt. | 8 | | 8 | | Remove |
| 571+10.1 | 351.4 Lt. | 16 | | | 16 | Do not remove. |
| 571+11.6 | 259.7 Lt. | 24 | | | 24 | Remove |
| 571+25.1 | 239.5 Lt. | 4 | 4 | | | Remove |
| 571+25.8 | 236.3 Lt. | 4 | 4 | | | Remove |
| 571+25.8 | 242.7 Lt. | 4 | 4 | | | Remove |
| 571+26.4 | 235.3 Lt. | 4 | 4 | | | Remove |
| 571+27.1 | 239.9 Lt. | 4 | 4 | | | Remove |
| 571+33.4 | 267.0 Lt. | 4 | 4 | | | Remove |
| 571+33.7 | 249.1 Lt. | 12 | | 12 | | Remove |
| 571+34.9 | 271.7 Lt. | 4 | 4 | | | Remove |
| 571+35.0 | 503.3 Lt. | 18 | | | 18 | Do not remove. |
| 571+35.1 | 295.0 Lt. | 8 | | 8 | | Remove |
| 571+35.1 | 295.0 Lt. | 12 | | 12 | | Remove |
| 571+35.2 | 334.6 Lt. | 30 | | | 30 | Do not remove. |
| 571+35.2 | 334.6 Lt. | 30 | | | 30 | Do not remove. |
| 571+35.3 | 364.4 Lt. | 36 | | | 36 | Do not remove. |
| 571+36.6 | 275.2 Lt. | 16 | | | 16 | Remove |
| 571+37.9 | 240.7 Lt. | 4 | 4 | | | Remove |
| 571+39.3 | 252.4 Lt. | 14 | | 14 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 571+40.2 | 244.7 Lt. | 8 | | 8 | | Remove |
| 571+41.4 | 246.0 Lt. | 8 | | 8 | | Remove |
| 571+43.8 | 289.2 Lt. | 8 | | 8 | | Remove |
| 571+44.1 | 245.8 Lt. | 12 | | 12 | | Remove |
| 571+44.1 | 244.3 Lt. | 10 | | 10 | | Remove |
| 571+44.7 | 291.7 Lt. | 8 | | 8 | | Remove |
| 571+46.8 | 286.5 Lt. | 8 | | 8 | | Remove |
| 571+48.5 | 282.9 Lt. | 4 | 4 | | | Remove |
| 571+49.4 | 288.5 Lt. | 6 | | 6 | | Remove |
| 571+58.6 | 439.1 Lt. | 24 | | | 24 | Do not remove. |
| 571+59.3 | 409.5 Lt. | 14 | | 14 | | Do not remove. |
| 571+60.1 | 349.3 Lt. | 16 | | | 16 | Do not remove. |
| 571+60.5 | 319.3 Lt. | 24 | | | 24 | Remove |
| 571+61.8 | 259.5 Lt. | 18 | | | 18 | Remove |
| 571+63.4 | 238.2 Lt. | 8 | | 8 | | Remove |
| 571+64.4 | 227.6 Lt. | 8 | | 8 | | Remove |
| 571+73.1 | 165.3 Lt. | 8 | | 8 | | Remove |
| 571+81.5 | 229.2 Lt. | 8 | | 8 | | Remove |
| 571+84.5 | 393.4 Lt. | 14 | | 14 | | Do not remove. |
| 571+84.8 | 332.8 Lt. | 24 | | | 24 | Do not remove. |
| 571+85.1 | 363.2 Lt. | 18 | | | 18 | Do not remove. |
| 571+85.4 | 222.7 Lt. | 4 | 4 | | | Remove |
| 571+86.0 | 274.7 Lt. | 12 | | 12 | | Remove |
| 571+86.4 | 244.3 Lt. | 26 | | | 26 | Remove |
| 571+87.2 | 305.6 Lt. | 2 | 2 | | | Remove |
| 571+97.7 | 286.2 Lt. | 2 | 2 | | | Remove |
| 571+99.1 | 217.0 Lt. | 4 | 4 | | | Remove |
| 571+99.8 | 298.6 Lt. | 2 | 2 | | | Remove |
| 571+99.9 | 300.5 Lt. | 2 | 2 | | | Remove |
| 572+04.3 | 226.9 Lt. | 6 | | 6 | | Remove |
| 572+05.4 | 207.3 Lt. | 2 | 2 | | | Remove |
| 572+08.5 | 207.7 Lt. | 24 | | | 24 | Remove |
| 572+09.5 | 281.0 Lt. | 6 | | 6 | | Remove |
| 572+09.5 | 281.0 Lt. | 8 | | 8 | | Remove |
| 572+10.9 | 284.8 Lt. | 2 | 2 | | | Remove |
| 572+16.4 | 213.1 Lt. | 6 | | 6 | | Remove |
| 572+19.0 | 257.3 Lt. | 6 | | 6 | | Remove |
| 572+21.1 | 296.2 Lt. | 18 | | | 18 | Remove |
| 572+21.6 | 317.5 Lt. | 6 | | 6 | | Remove |
| 572+22.9 | 322.6 Lt. | 2 | 2 | | | Remove |
| 572+23.0 | 208.3 Lt. | 8 | | 8 | | Remove |
| 572+23.1 | 509.1 Lt. | 8 | | 8 | | Do not remove. |
| 572+23.6 | 328.6 Lt. | 2 | 2 | | | Remove |
| 572+23.7 | 288.2 Lt. | 18 | | | 18 | Remove |
| 572+29.1 | 282.4 Lt. | 4 | 4 | | | Remove |
| 572+29.1 | 282.4 Lt. | 6 | | 6 | | Remove |
| 572+31.8 | 340.4 Lt. | 8 | | 8 | | Do not remove. |
| 572+33.9 | 313.4 Lt. | 6 | | 6 | | Remove |
| 572+34.1 | 294.6 Lt. | 18 | | | 18 | Remove |
| 572+40.5 | 495.5 Lt. | 2 | 2 | | | Do not remove. |
| 572+40.8 | 295.9 Lt. | 10 | | 10 | | Remove |
| 572+40.8 | 295.9 Lt. | 10 | | 10 | | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| 572+42.2 | 493.9 Lt. | 2 | 2 | | | Do not remove. |
| 572+46.0 | 232.5 Lt. | 6 | | 6 | | Remove |
| 572+46.0 | 232.5 Lt. | 6 | | 6 | | Remove |
| 572+46.0 | 318.5 Lt. | 10 | | 10 | | Remove |
| 572+46.5 | 312.8 Lt. | 10 | | 10 | | Remove |
| 572+47.0 | 324.5 Lt. | 4 | 4 | | | Remove |
| 572+48.5 | 209.8 Lt. | 16 | | | 16 | Remove |
| 572+52.2 | 436.5 Lt. | 24 | | | 24 | Do not remove. |
| 572+52.3 | 399.7 Lt. | 10 | | 10 | | Do not remove. |
| 572+53.5 | 211.0 Lt. | 8 | | 8 | | Remove |
| 572+59.7 | 421.5 Lt. | 24 | | | 24 | Do not remove. |
| 572+60.6 | 418.3 Lt. | 24 | | | 24 | Do not remove. |
| 572+69.1 | 354.8 Lt. | 8 | | 8 | | Do not remove. |
| 572+69.7 | 352.8 Lt. | 8 | | 8 | | Do not remove. |
| 572+70.8 | 265.3 Lt. | 6 | | 6 | | Remove |
| 572+71.0 | 312.3 Lt. | 2 | 2 | | | Remove |
| 572+71.8 | 254.9 Lt. | 6 | | 6 | | Remove |
| 572+72.2 | 352.2 Lt. | 6 | | 6 | | Do not remove. |
| 572+72.5 | 302.8 Lt. | 12 | | 12 | | Remove |
| 572+75.6 | 254.6 Lt. | 8 | | 8 | | Remove |
| 572+79.6 | 311.6 Lt. | 10 | | 10 | | Remove |
| 572+98.1 | 276.5 Lt. | 10 | | 10 | | Remove |
| 573+05.7 | 137.7 Lt. | 18 | | | 18 | Remove |
| 573+07.6 | 334.5 Lt. | 6 | | 6 | | Do not remove. |
| 573+11.9 | 346.9 Lt. | 4 | 4 | | | Do not remove. |
| 573+14.3 | 324.5 Lt. | 8 | | 8 | | Do not remove. |
| 573+25.7 | 311.2 Lt. | 2 | 2 | | | Remove |
| 573+26.9 | 356.4 Lt. | 10 | | 10 | | Do not remove. |
| 573+29.9 | 357.1 Lt. | 8 | | 8 | | Do not remove. |
| 573+34.9 | 263.9 Lt. | 2 | 2 | | | Remove |
| 573+35.6 | 355.1 Lt. | 12 | | 12 | | Do not remove. |
| 573+41.4 | 354.3 Lt. | 6 | | 6 | | Do not remove. |
| 573+48.3 | 323.0 Lt. | 14 | | 14 | | Do not remove. |
| 573+83.5 | 375.1 Lt. | 14 | | 14 | | Do not remove. |
| 574+10.5 | 304.7 Lt. | 10 | | 10 | | Do not remove. |
| 574+54.1 | 219.8 Lt. | 10 | | 10 | | Remove |
| 574+75.5 | 218.2 Lt. | 12 | | 12 | | Do not remove. |
| 574+92.4 | 280.0 Lt. | 12 | | 12 | | Do not remove. |
| 574+99.9 | 281.0 Lt. | 10 | | 10 | | Do not remove. |
| 575+00.8 | 295.0 Lt. | 10 | | 10 | | Do not remove. |
| 575+18.4 | 259.1 Lt. | 6 | | 6 | | Do not remove. |
| 575+18.4 | 259.1 Rt. | 12 | | 12 | | Do not remove. |
| 575+30.8 | 199.3 Lt. | 48 | | | 48 | Remove |
| 575+61.2 | 245.8 Lt. | 8 | | 8 | | Do not remove. |
| 576+32.3 | 139.8 Lt. | 2 | 2 | | | Remove |
| 576+33.8 | 332.3 Lt. | 24 | | | 24 | Remove |
| 576+40.9 | 139.9 Lt. | 2 | 2 | | | Remove |
| 576+80.2 | 139.2 Lt. | 2 | 2 | | | Remove |
| 576+89.2 | 137.9 Lt. | 2 | 2 | | | Remove |
| 576+93.4 | 137.3 Lt. | 2 | 2 | | | Remove |
| 576+97.7 | 137.4 Lt. | 2 | 2 | | | Remove |
| 579+86.7 | 126.3 Lt. | 24 | | | 24 | Remove |

| TREE SURVEY | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION | | SIZE | | | | Comments * |
| STATION | OFFSET | UNITS | < 6" | 6" - 15" | >15" | |
| | | | | | | |
| MAY ROAD | | | | | | |
| 194+85.2 | 125.8 Lt. | 18 | | | 18 | Do not remove. |
| 195+07.3 | 206.2 Lt. | 6 | | 6 | | Do not remove. |
| 195+07.3 | 206.2 Lt. | 6 | | 6 | | Do not remove. |
| 195+07.3 | 206.2 Lt. | 6 | | 6 | | Do not remove. |
| 195+07.3 | 206.2 Lt. | 6 | | 6 | | Do not remove. |
| 196+15.0 | 102.1 Lt. | 6 | | 6 | | Do not remove. |
| 196+26.8 | 119.8 Lt. | 6 | | 6 | | Do not remove. |
| 196+34.9 | 50.6 Rt. | 9 | | 9 | | Remove |
| 196+36.1 | 52.3 Rt. | 9 | | 9 | | Do not remove. |
| 196+37.0 | 54.0 Rt. | 9 | | 9 | | Do not remove. |
| 196+37.7 | 99.7 Lt. | 6 | | 6 | | Do not remove. |
| 196+37.8 | 55.4 Rt. | 9 | | 9 | | Do not remove. |
| 197+72.1 | 48.0 Rt. | 6 | | 6 | | Do not remove. |
| 197+79.5 | 80.2 Lt. | 6 | | 6 | | Do not remove. |
| 197+92.9 | 101.2 Lt. | 4 | 4 | | | Do not remove. |
| 197+99.9 | 113.1 Lt. | 6 | | 6 | | Do not remove. |
| | | | | | | |
| LaSALLE ROAD | | | | | | |
| 201+48.5 | 54.9 Lt. | 6 | | 6 | | Remove |
| | | | | | | |

| | | | |
|---|---|---|---|
| TOTAL | 1519 | 6573 | 2538 |
| NUMBER OF TREES: | 535 | 740 | 127 |
| TOTAL NUMBER OF TREES: | 1402 | | |
| NUMBER OF TREES REMOVED: | 332 | 335 | 83 |
| OTAL NUMBER OF TREES REMOVED: | 750 | | |

All trees located within the project limits are included in the table

The following general note will be added to the plans:
ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS

* Comments

Trees to be removed are within the construction limits
Trees not removed are outside the construction limits

# Illinois Department of Transportation

Memorandum

| | | |
|---|---|---|
| To: | Mike Hine | Attn: Paul Niedernhofer |
| From: | Gregory Mounts | By: Steve Andrews SA |
| Subject: | Pavement Design | |
| Date: | September 9, 2005 | |

FAI 80 (I-80)
Section (50-2)HBK & I-3
LaSalle County
P-93-054-02

The captioned project is currently under Phase I design and is anticipated to proceed to Phase II during FY 2007. The project is unfunded for construction in the Department's FY 2006-2011 multi-year program.

The project consists of the removal & replacement of dual IL 251 structures which cross over I-80, the reconstruction of the interchange, and the reconstruction of the LaSalle/May Road intersection. The projected design for IL 251 is a 4 lane typical section with curb and gutter (between the ramps). The estimated quantity of new pavement for IL 251 is 26,000 square yards. Raised concrete median will be constructed throughout the majority of the IL 251 section. The proposed interchange ramps will be of the conventional diamond design, with the westbound ramps being moved closer to the interstate. The estimated quantity for the ramps is 18,000 square yards plus an additional 10,000 square yards of shoulders. The estimated quantity of new pavement for LaSalle and May Roads is 3,025 and 3,600 square yards respectively.

The traffic counts were based on projections to the calendar year 2020. The actual Structural Design Traffic is above the minimum design traffic for mechanistic design for both PCC and Bituminous options.

The 3 signalized intersections will remain at the proposed ramp terminals and at LaSalle/May Road.

<u>High Stress Areas/Intersections</u>: The entire IL 251 section is an urban high stress area (MU>800) and the north terminal has a MU turning movement greater than 400.

Mechanistic Design Results: Our calculations for IL 251 find a tied-curb PCC plain dowel-jointed design of 9 3/4" versus a full-depth bituminous design of 14". The PCC design has an annual cost per mile of $87,452 while the bituminous design has a cost of $72,124 per mile.

For the ramps, the calculations compared a tied-shoulder PCC plain dowel-jointed design of 10" versus a full-depth bituminous design of 16". The PCC design has an annual cost of $31,939 per mile while the bituminous design has a cost of $30,355 per mile.

For LaSalle / May Roads, the calculations compared a tied-shoulder PCC plain dowel-jointed design of 9 3/4" versus a full-depth bituminous design of 14 3/4". The PCC design has an annual cost of $73,142 while the bituminous design has a cost of $63,425 per mile.

The District prefers the PCC option for all areas since all of IL 251 including the intersections are High-Stress areas. The complex staging and segmental construction that will be required is also better suited for jointed PCC pavement. Also due to the uncertainty of when this project will be constructed and the expected continued growth of the area (a Super WalMart is currently under construction) we request that the IL 251 and LaSalle/May Road pavement thickness be increased to 10" PCC. The district requests concurrence on this recommendation.

If you have any questions or require additional information, please contact Mr. Duane Lukkari at (815) 434-8565.

DPL:ct
attachments

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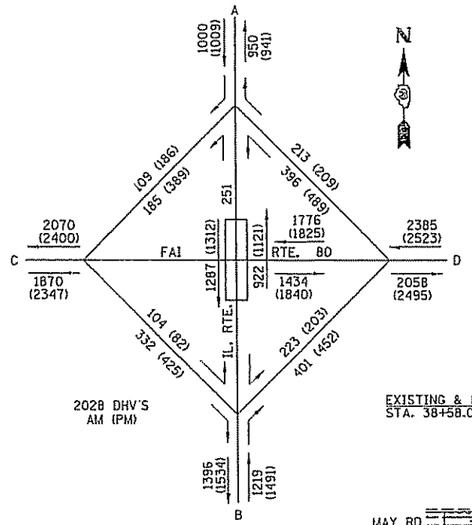
11/29/2005 – "Waiting for approval of the pavement design"

# Appendix B

Intersection Design Sheets

## CAPACITY FORM FOR ENTRANCE AND EXIT RAMP TERMINALS

| | | A (WB) | B (WB) | C (EB) | D (EB) |
|---|---|---|---|---|---|
| TYPE OF RAMP | | ON | OFF | OFF | ON |
| ADJACENT RAMP FT | | N/A | N/A | N/A | N/A |
| TERRAIN-GRADE | | LEVEL | LEVEL | LEVEL | LEVEL |
| FREEWAY VOLUME 2028 | AM | 1776 | 2385 | 1870 | 1434 |
| | PM | 1825 | 2523 | 2347 | 1840 |
| RAMP VOLUME 2028 | AM | 294 | 609 | 436 | 624 |
| | PM | 575 | 698 | 507 | 655 |
| VARIETY OF TRUCKS | | TYP | TYP | TYP | TYP |
| % OF TRUCKS ON FREEWAY | AM/PM | 29 | 29 | 31 | 31 |
| PEAK HOUR FACTOR | | 0.92 | 0.92 | 0.92 | 0.92 |
| % OF TRUCKS ON RAMP | AM/PM | 14 | 19 | 15 | 18 |
| NUMBER LANES ON FREEWAY | | 2 | 2 | 2 | 2 |
| DESIGN SPEED (mph) | | 70 | 70 | 70 | 70 |
| CHECKPOINT VOLUME (FREEWAY + RAMP) | AM | 2070 | 2994 | 2306 | 2058 |
| | PM | 2400 | 3221 | 2854 | 2495 |
| DENSITY (FREEWAY) (pc/mi/ln) | AM | 18 | 23 | 18 | 11 |
| | PM | 21 | 25 | 23 | 15 |
| LEVEL OF SERVICE (RAMP) | AM | B | C | B | B |
| | PM | C | C | C | B |



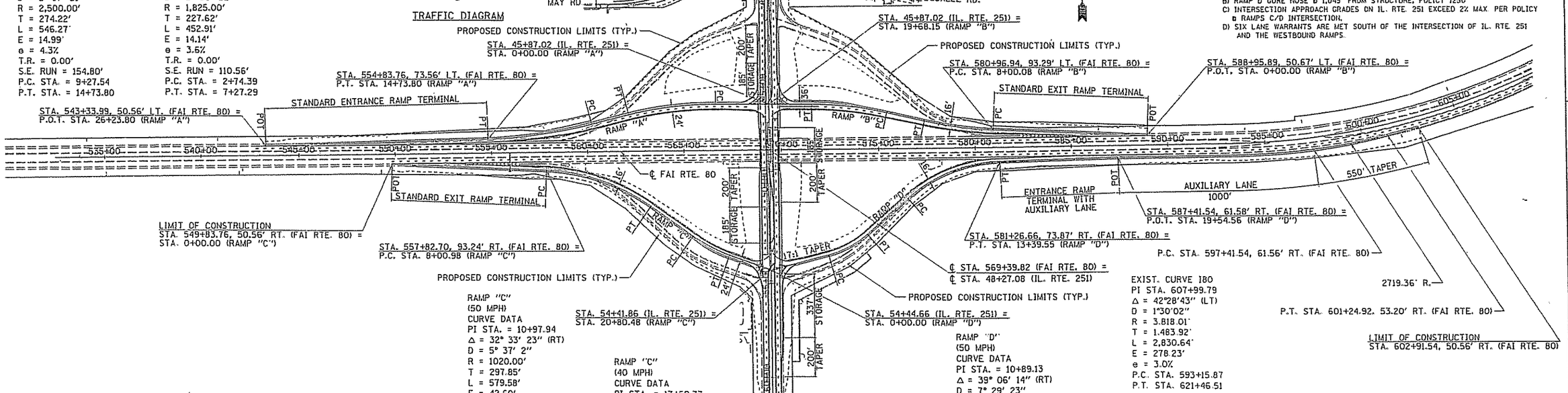

TRAFFIC DIAGRAM

RAMP "A"
(50 MPH)
CURVE DATA
PI STA. = 12+01.76
Δ = 12° 31' 10" (RT)
D = 2° 17' 31"
R = 2,500.00'
T = 274.22'
L = 546.27'
E = 14.99'
e = 4.3%
T.R. = 0.00'
S.E. RUN = 154.80'
P.C. STA. = 9+27.54
P.T. STA. = 14+73.80

RAMP "A"
(40 MPH)
CURVE DATA
PI STA. = 5+02.01
Δ = 14° 13' 08" (LT)
D = 3° 08' 22"
R = 1,825.00'
T = 227.62'
L = 452.91'
E = 14.14'
e = 3.6%
T.R. = 0.00'
S.E. RUN = 110.56'
P.C. STA. = 2+74.39
P.T. STA. = 7+27.29

RAMP "B"
(40 MPH)
CURVE DATA
PI STA. = 15+55.61
Δ = 12° 48' 33" (LT)
D = 3° 16' 27"
R = 1,750.00'
T = 196.44'
L = 391.24'
E = 10.99'
e = 3.6%
T.R. = 0.00'
S.E. RUN = 111.72'
P.C. STA. = 13+59.18
P.T. STA. = 17+50.41

RAMP "B"
(50 MPH)
CURVE DATA
PI STA. = 9+80.51
Δ = 10° 18' 36" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 180.43'
L = 359.89'
E = 8.12'
e = 4.9%
T.R. = 0.00'
S.E. RUN = 176.40'
P.C. STA. = 8+00.08
P.T. STA. = 11+59.97




RAMP "C"
(50 MPH)
CURVE DATA
PI STA. = 10+97.94
Δ = 32° 33' 23" (RT)
D = 5° 37' 2"
R = 1020.00'
T = 297.85'
L = 579.58'
E = 42.60'
e = 7.5%
T.R. = 0.00'
S.E. RUN = 241.28'
P.C. STA. = 8+00.09
P.T. STA. = 13+79.67

RAMP "C"
(40 MPH)
CURVE DATA
PI STA. = 17+50.33
Δ = 15° 3' 35" (LT)
D = 7° 9' 43"
R = 800.00'
T = 105.75'
L = 210.27'
E = 6.96'
e = 5.4%
T.R. = 0.00'
S.E. RUN = 148.97'
P.C. STA. = 16+44.58
P.T. STA. = 18+54.86

RAMP "D"
(50 MPH)
CURVE DATA
PI STA. = 10+89.13
Δ = 39° 06' 14" (RT)
D = 7° 29' 23"
R = 765.00'
T = 271.68'
L = 522.10'
E = 46.81'
e = 8.0%
T.R. = 0.00'
S.E. RUN = 256.00'
P.C. STA. = 8+17.45
P.T. STA. = 13+39.55

RAMP "D"
(40 MPH)
CURVE DATA
PI STA. = 4+23.58
Δ = 25° 48' 11" (LT)
D = 11° 14' 04"
R = 510.00'
T = 116.82'
L = 229.68'
E = 13.21'
e = 6.0%
T.R. = 0.00'
S.E. RUN = 165.52'
P.C. STA. = 3+06.76
P.T. STA. = 5+36.44

EXIST. CURVE IBO
PI STA. 607+99.79
Δ = 42°28'43" (LT)
D = 1°30'02"
R = 3,818.01'
T = 1,483.92'
L = 2,830.64'
E = 278.23'
e = 3.0%
P.C. STA. 593+15.87
P.T. STA. 621+46.51

### ELEMENTS CONTROLLING DESIGN

1. ROUTE (STREET) — F.A.I. RTE. 80 (I-80) WITH F.A.U. RTE. 6101 (IL. RTE. 251)
2. HIGHWAY FUNCTIONAL CLASSIFICATION — F.A.I. RTE. 80 (I-80) - URBAN INTERSTATE; F.A.U. RTE. 6101 (IL. RTE. 251) - MINOR ARTERIAL (URBAN)
3. AVERAGE DAILY TRAFFIC (ADT) DATA:
   F.A.I. RTE. 80 (I-80)
   (WEST) EXISTING 30,500 (2008) DESIGN 50,200 (2028)
   (EAST) EXISTING 31,800 (2008) DESIGN 52,700 (2028)
   IL. RTE. 251
   (NORTH) EXISTING 12,300 (2008) DESIGN 17,700 (2028)
   (SOUTH) EXISTING 18,400 (2008) DESIGN 26,400 (2028)
4. F.A.I. RTE. 80 (I-80) IS THE PREFERENCE ROUTE
5. ANTICIPATED YEAR OF CONSTRUCTION 2008 DESIGN YEAR 2028
6. TRAFFIC CONTROL TO BE FULLY ACTUATED TRAFFIC SIGNALS
   WARRANTS MET WARRANT 1 & 2
7. DESIGN CRITERIA RECONSTRUCTION
8. DESIGN VEHICLE WB-65
9. TRUCK ROUTE DESIGNATION F.A.I. RTE. 80 (I-80) IS A CLASS I TRUCK ROUTE; F.A.U. RTE. 6101 (IL. RTE. 251) IS A CLASS II TRUCK ROUTE
10. DESIGN SPEED — I-80: 70 MPH; IL. RTE. 251: 45 MPH; RAMPS: 50 MPH
11. POSTED SPEED — I-80: 65 MPH; IL. RTE. 251: 45 MPH
12. PEDESTRIANS USAGE NO BICYCLES USAGE — I-80: N/A; IL. RTE. 251: SHARED LANE

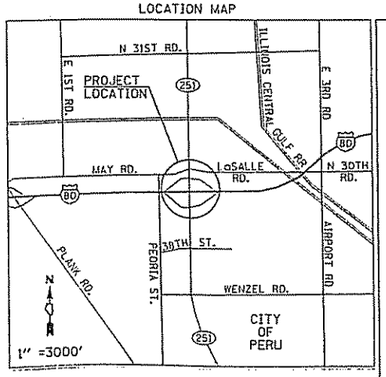
### GENERAL NOTES

1. PROFILES ARE PROVIDED (SEE SHEETS 14-18).
2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT.
3. CORNER ISLANDS TO BE DESIGNED IN ACCORDANCE WITH STATE POLICY.
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED.
5. ALL ACCESS POINTS TO BE IN ACCORDANCE WITH THE STATE'S POLICY ON "ACCESS TO STATE HIGHWAYS".
6. AREA SURROUNDING INTERSECTION IS PRIMARILY AGRICULTURAL IN NATURE INTERMIXED WITH COMMERCIAL AND INDUSTRIAL LAND USE.
7. PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE MUTCD, MILLENIUM EDITION, AND AS DIRECTED BY THE BUREAU OF OPERATIONS TRAFFIC SECTION.
8. MEDIAN NOSES TO BE RAMPED IN ACCORDANCE WITH STATE POLICY.
9. DESIGN EXCEPTIONS:
   A) RAMP C ANGLE OF INTERSECTION = 70°, POLICY 60°
   B) RAMP D GORE NOSE @ 1,045' FROM STRUCTURE, POLICY 1250'
   C) INTERSECTION APPROACH GRADES ON IL. RTE. 251 EXCEED 2% MAX. PER POLICY @ RAMPS C/D INTERSECTION.
   D) SIX LANE WARRANTS ARE MET SOUTH OF THE INTERSECTION OF IL. RTE. 251 AND THE WESTBOUND RAMPS.

### TRAFFIC DATA

| MOVEMENT | YEAR 2008 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. | PERCENT TRUCK TRAFFIC IN 30th MAX. HOUR | ESTIMATED PERCENT INCREASE BY 2018 A.M. | P.M. | YEAR 2018 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. | ESTIMATED PERCENT INCREASE BY 2028 A.M. | P.M. | YEAR 2028 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AB | 456 | 420 | 10 | 23 | 24 | 563 | 520 | 46 | 48 | 668 | 620 |
| AD | 161 | 142 | 18 | 20 | 22 | 193 | 173 | 39 | 43 | 223 | 203 |
| AC | 79 | 133 | 14 | 19 | 20 | 94 | 159 | 38 | 40 | 109 | 186 |
| BA | 423 | 446 | 6 | 25 | 23 | 528 | 550 | 50 | 46 | 633 | 650 |
| BC | 135 | 290 | 14 | 19 | 18 | 160 | 341 | 37 | 34 | 185 | 389 |
| BD | 281 | 313 | 18 | 21 | 22 | 341 | 382 | 43 | 44 | 401 | 452 |
| CD | 816 | 1052 | 31 | 37 | 37 | 1119 | 1440 | 76 | 75 | 1434 | 1840 |
| CA | 75 | 59 | 15 | 19 | 19 | 89 | 70 | 39 | 39 | 104 | 82 |
| CB | 242 | 310 | 15 | 19 | 18 | 287 | 367 | 37 | 37 | 332 | 425 |
| DC | 1018 | 1041 | 29 | 37 | 37 | 1391 | 1425 | 74 | 75 | 1776 | 1825 |
| DB | 276 | 340 | 19 | 22 | 22 | 336 | 415 | 43 | 44 | 396 | 489 |
| DA | 152 | 146 | 19 | 20 | 22 | 183 | 178 | 40 | 43 | 213 | 209 |
| TOTAL A | 1346 | 1346 | 10 | 23 | 23 | 1650 | 1650 | 45 | 45 | 1950 | 1950 |
| TOTAL B | 1813 | 2119 | 6 | 22 | 22 | 2215 | 2575 | 44 | 43 | 2615 | 3025 |
| TOTAL C | 2365 | 2885 | 31 | 33 | 32 | 3140 | 3802 | 67 | 65 | 3940 | 4747 |
| TOTAL D | 2704 | 3034 | 27 | 32 | 32 | 3563 | 4013 | 64 | 65 | 4443 | 5018 |

LOCATION MAP




DRAWN BY CADD

## INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
WITH
F.A.U. ROUTE 6101 ( IL. RTE. 251 )

SEC NO. (50-2)HBK & 1-3 PROJ. NO.
SCALE 1" = 250' COUNTY LaSALLE
S.N. : P-93-054-02 REV. NO.

DESIGNED BY HUTCHISON ENGINEERING, INC. DATE 6-26-03

SATISFACTORY — DISTRICT GEOMETRICS ENGINEER — DATE 11-9-05
SATISFACTORY — DISTRICT STUDIES AND PLANS ENGINEER — DATE 11-9-05
SATISFACTORY — DISTRICT OPERATIONS ENGINEER — DATE 11-15-05
APPROVED — REGIONAL ENGINEER — DATE 11-15-05

CADD FILE NAME : I80250.DGN

I.D.S. SHEET 1 OF 22

•DGN-SPEC•
•DATE-TIME•
•REF•
•REF•
•REF•

## CAPACITY DESIGN STUDY

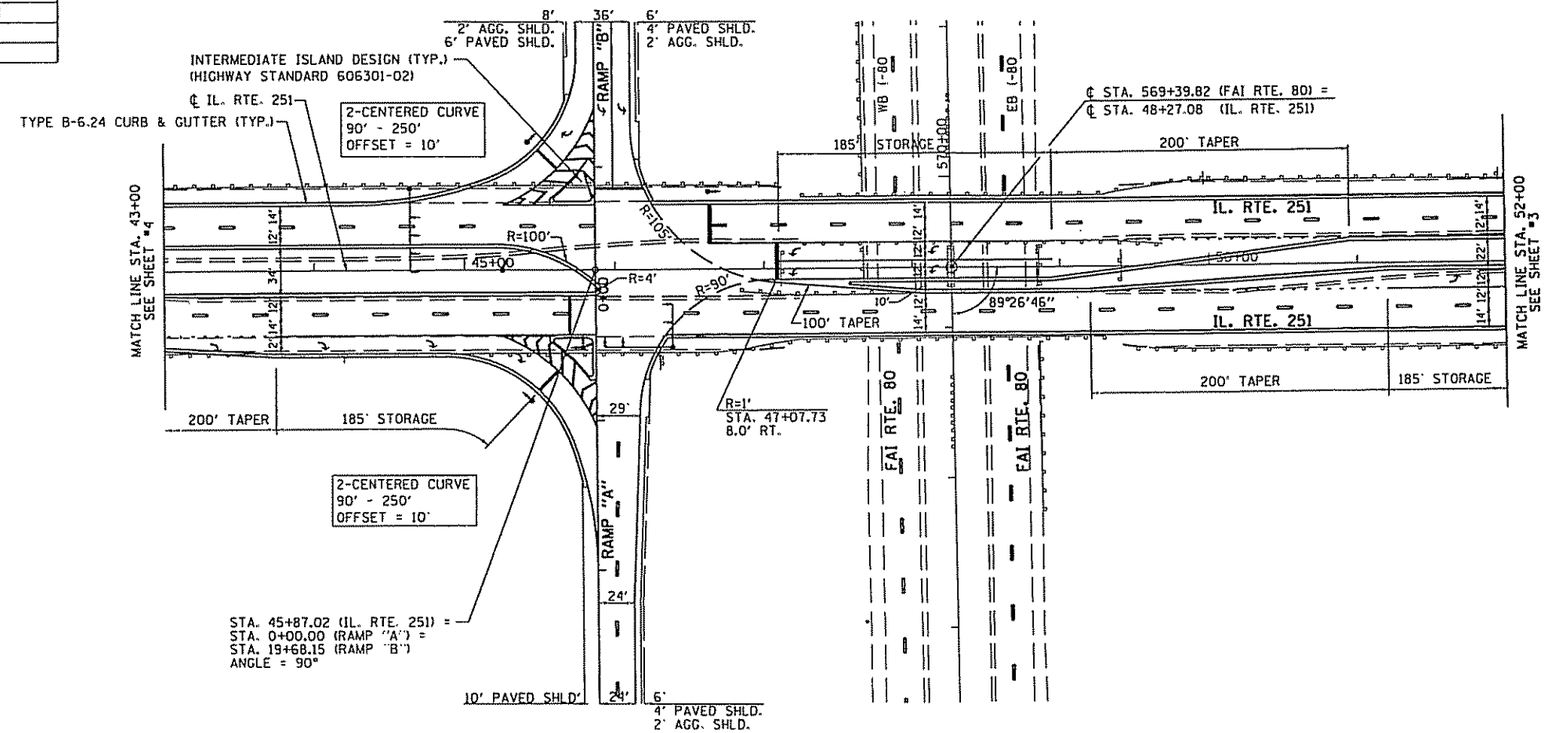
3 PHASE
70.0 SEC. CYCLE
SIGNAL TYPE ACTUATED

AREA COMMERCIAL
AVERAGE INTERSECTION DELAY
PROGRAM USED HCS 2000

PEAK HOUR FACTOR 0.92
A.M. 19.0 SEC.
P.M. 20.9 SEC.

INTERSECTION LEVEL OF SERVICE
A.M. B
P.M. C

| APPROACH | | WESTBOUND | | | NORTHBOUND | | | SOUTHBOUND | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DB | | DA | BC | BA | | | AB | AC | | | |
| BUS STOP CONDITION | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PARKING MANEUVER/HR. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PEDESTRIANS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ARRIVAL TYPE | | 3 | 0 | 3 | 3 | 3 | 0 | 0 | 3 | 3 | | | |
| LANE UTILIZATION FACTOR | | 0.97 | 0 | 1.00 | 0.97 | 0.95 | 0 | 0 | 0.95 | 1.00 | | | |
| BASE SATURATION FLOW | | 1900 | 0 | 1900 | 1900 | 1900 | 0 | 0 | 1900 | 1900 | | | |
| D - DISTANCE | | 206 | 0 | 183 | 176 | 158 | 0 | 0 | 130 | 47 | | | |
| LANE GROUP | | L | T | R | L | T | R | L | T | R | | | |
| LANE WIDTHS | | 12.0/12.0 | 0 | 12.0 | 12.0/12.0 | 12.0/14.0 | 0 | 0 | 12.0/14.0 | 12.0 | | | |
| GREEN TIME (SECONDS) | A.M. | 18 | 0 | 18 | 12 | 42 | 0 | 0 | 25 | 48 | | | |
| | P.M. | 19 | 0 | 19 | 13 | 41 | 0 | 0 | 23 | 47 | | | |
| LANE GROUP DELAY (SECONDS) | A.M. | 23.7 | 0 | 23.1 | 26.2 | 7.4 | 0 | 0 | 25.3 | 3.6 | | | |
| | P.M. | 25.0 | 0 | 22.0 | 31.9 | 7.9 | 0 | 0 | 27.1 | 4.3 | | | |
| V/C RATIO | A.M. | 0.57 | 0 | 0.48 | 0.38 | 0.38 | 0 | 0 | 0.82 | 0.06 | | | |
| | P.M. | 0.67 | 0 | 0.44 | 0.74 | 0.39 | 0 | 0 | 0.83 | 0.15 | | | |
| LEVEL OF SERVICE | A.M. | C | 0 | C | C | A | 0 | 0 | C | A | | | |
| | P.M. | C | 0 | C | C | A | 0 | 0 | C | A | | | |
| 2028 30TH MAX. HOUR TRAFFIC | A.M. | 396 | 0 | 213 | 185 | 737 | 0 | 0 | 891 | 109 | | | |
| | P.M. | 489 | 0 | 209 | 389 | 732 | 0 | 0 | 823 | 186 | | | |
| 2008 8TH MAX. HOURLY TRAFFIC | A.M. | 235 | | | 348 | | | 383 | | | | | |
| | P.M. | 267 | | | 454 | | | 382 | | | | | |




| PHASE | | I | | II | | III | |
|---|---|---|---|---|---|---|---|
| MOVEMENT | | | (Y+R) | | (Y+R) | | (Y+R) |
| GREEN TIME IN SECS | AM | 18.0 (G/C=0.257) | 5.0 | 12.0 (G/C=0.171) | 5.0 | 25.0 (G/C=0.357) | 5.0 |
| | PM | 19.0 (G/C=0.271) | 5.0 | 13.0 (G/C=0.186) | 5.0 | 23.0 (G/C=0.329) | 5.0 |

SEE INTERSECTION DETAIL ON SHEET #8

Hutchison Engineering, Inc.
Jacksonville - Since 1945 - Joliet
2005 JOB# 2200

INTERSECTION DESIGN STUDY
F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )
SEC. NO 150-21HBK & I-3
SCALE: 1"=50' COUNTY LaSALLE
SJN : P-93-054-02 PROJ. NO.
CADD FILE NAME : (2200I002) I.D.S. SHEET 2 OF 22

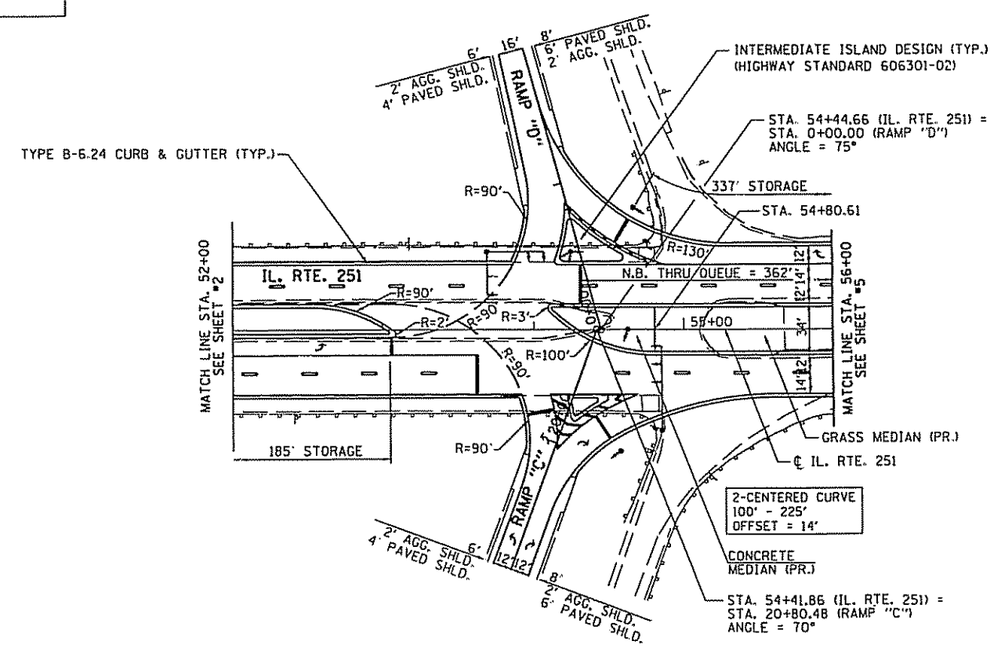
## CAPACITY DESIGN STUDY

3 PHASE — AREA COMMERCIAL — PEAK HOUR FACTOR 0.92

70.0 SEC. CYCLE — AVERAGE INTERSECTION DELAY — A.M. 17.0 SEC. — INTERSECTION LEVEL OF SERVICE — A.M. B

SIGNAL TYPE ACTUATED — PROGRAM USED HCS 2000 — P.M. 25.1 SEC. — P.M. C

| APPROACH | | EASTBOUND | | | NORTHBOUND | | | SOUTHBOUND | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CA | | CB | | BA | BD | AD | AB | | | | |
| BUS STOP CONDITION | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PARKING MANEUVER/HR. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PEDESTRIANS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ARRIVAL TYPE | | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 0 | | | |
| LANE UTILIZATION FACTOR | | 1.00 | 0 | 1.00 | 0 | 0.95 | 1.00 | 1.00 | 0.95 | 0 | | | |
| BASE SATURATION FLOW | | 1900 | 0 | 1900 | 0 | 1900 | 1900 | 1900 | 1900 | 0 | | | |
| D - DISTANCE | | 80 | 0 | 319 | 0 | 362 | 141 | 130 | 47 | 0 | | | |
| LANE GROUP | | L | T | R | L | T | R | L | T | R | | | |
| LANE WIDTHS | | 12.0 | 0 | 12.0 | 0 | 12.0/14.0 | 12.0 | 12.0 | 12.0/14.0 | 0 | | | |
| GREEN TIME (SECONDS) | A.M. | 22 | 0 | 22 | 0 | 24 | 51 | 38 | 38 | 0 | | | |
| | P.M. | 23 | 0 | 23 | 0 | 24 | 52 | 37 | 37 | 0 | | | |
| LANE GROUP DELAY (SECONDS) | A.M. | 18.0 | 0 | 24.0 | 0 | 23.6 | 3.8 | 27.4 | 12.1 | 0 | | | |
| | P.M. | 16.9 | 0 | 35.0 | 0 | 42.5 | 3.7 | 27.8 | 13.4 | 0 | | | |
| V/C RATIO | A.M. | 0.23 | 0 | 0.65 | 0 | 0.77 | 0.38 | 0.80 | 0.64 | 0 | | | |
| | P.M. | 0.17 | 0 | 0.84 | 0 | 0.97 | 0.42 | 0.79 | 0.69 | 0 | | | |
| LEVEL OF SERVICE | A.M. | B | 0 | C | 0 | C | A | C | B | 0 | | | |
| | P.M. | B | 0 | C | 0 | D | A | C | B | 0 | | | |
| 2028 30TH MAX. HOUR TRAFFIC | A.M. | 104 | 0 | 332 | 0 | 818 | 401 | 223 | 1064 | 0 | | | |
| | P.M. | 82 | 0 | 425 | 0 | 1039 | 452 | 203 | 1109 | 0 | | | |
| 2008 8TH MAX. HOURLY TRAFFIC | A.M. | 174 | | | 461 | | | 491 | | | | | |
| | P.M. | 203 | | | 577 | | | 500 | | | | | |




| PHASE | | I | (Y+R) | II | (Y+R) | III | (Y+R) |
|---|---|---|---|---|---|---|---|
| MOVEMENT | | | | | | | |
| GREEN TIME IN SECS | AM | 22.0 (G/C=0.343) | 5.0 | 9.0 (G/C=0.143) | 5.0 | 24.0 (G/C=0.343) | 5.0 |
| | PM | 23.0 (G/C=0.400) | 5.0 | 8.0 (G/C=0.143) | 5.0 | 24.0 (G/C=0.286) | 5.0 |

SEE INTERSECTION DETAIL ON SHEET #9

Hutchison Engineering, Inc.

Jacksonville - Since 1945 - Joliet

2005 — JOB# 2200

## INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

SCALE: 1"=50' — COUNTY LaSALLE

SJN : P-93-054-02 — PROJ. NO.

CADD FILE NAME : (2200IDD3) — I.D.S. SHEET 3 OF 22

## CAPACITY DESIGN STUDY

4 PHASE — AREA COMMERCIAL — PEAK HOUR FACTOR 0.92

70 SEC. CYCLE — AVERAGE INTERSECTION DELAY A.M. 18.3 SEC. P.M. 20.6 SEC. — INTERSECTION LEVEL OF SERVICE A.M. B P.M. C

SIGNAL TYPE FULL ACTUATED — PROGRAM USED HCS 2000

| APPROACH | | C-EASTBOUND | | | D-WESTBOUND | | | B-NORTHBOUND | | | A-SOUTHBOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUS STOP CONDITION | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PARKING MANEUVER/HR. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIANS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ARRIVAL TYPE | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| LANE UTILIZATION FACTOR | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| BASE SATURATION FLOW | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| D - DISTANCE | | 78 | 108 | 157 | 168 | 158 | 127 | 145 | 170 | 96 | 148 | 217 | 101 |
| LANE GROUP | | L | T | R | L | T | R | L | T | R | L | T | R |
| LANE WIDTHS | | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 12.0 | 12.0/14.0 | 12.0 | 12.0 | 12.0/14.0 | 12.0 |
| GREEN TIME (SECONDS) | A.M. | 29 | 14 | 29 | 29 | 14 | 29 | 31 | 16 | 31 | 31 | 16 | 31 |
| | P.M. | 25 | 10 | 25 | 25 | 10 | 25 | 35 | 20 | 35 | 35 | 20 | 35 |
| LANE GROUP DELAY (SECONDS) | A.M. | 13.4 | 24.3 | 14.0 | 14.7 | 26.9 | 12.6 | 13.3 | 23.3 | 11.8 | 12.5 | 23.2 | 11.9 |
| | P.M. | 16.2 | 29.2 | 16.7 | 24.3 | 31.1 | 16.1 | 24.6 | 21.3 | 10.4 | 15.7 | 23.0 | 9.8 |
| V/C RATIO | A.M. | 0.23 | 0.29 | 0.30 | 0.44 | 0.55 | 0.10 | 0.43 | 0.40 | 0.15 | 0.32 | 0.39 | 0.18 |
| | P.M. | 0.30 | 0.49 | 0.32 | 0.72 | 0.58 | 0.24 | 0.80 | 0.50 | 0.28 | 0.69 | 0.63 | 0.19 |
| LEVEL OF SERVICE | A.M. | B | C | B | B | C | B | B | C | B | B | C | B |
| | P.M. | B | C | B | C | C | B | C | C | B | B | C | A |
| 2028 30TH MAX. HOUR TRAFFIC | A.M. | 92 | 88 | 227 | 183 | 185 | 120 | 164 | 273 | 136 | 138 | 292 | 169 |
| | P.M. | 112 | 107 | 213 | 251 | 139 | 184 | 253 | 433 | 217 | 282 | 583 | 191 |
| 2008 8TH MAX. HOURLY TRAFFIC | A.M. | 134 | | | 160 | | | 219 | | | 189 | | |
| | P.M. | 142 | | | 190 | | | 342 | | | 337 | | |

| PHASE | | I | | II | | III | | IV | |
|---|---|---|---|---|---|---|---|---|---|
| MOVEMENT | | | (Y+R) | | (Y+R) | | (Y+R) | | (Y+R) |
| GREEN TIME IN SECS | AM | 10.0 (G/C=0.143) | 5.0 | 14.0 (G/C=0.200) | 5.0 | 10.0 (G/C=0.143) | 5.0 | 16.0 (G/C=0.228) | 5.0 |
| | PM | 10.0 (G/C=0.143) | 5.0 | 10.0 (G/C=0.171) | 5.0 | 10.0 (G/C=0.143) | 5.0 | 20.0 (G/C=0.286) | 5.0 |

### RADIUS POINTS

1. STA. 39+41.70. 55.00' LT.
2. STA. 38+86.57. 65.50' LT.
3. STA. 201+76.59. 28.25' RT.
4. STA. 201+22.00. 35.00' LT.
5. STA. 37+03.24. 53.91' LT.
6. STA. 36+10.46. 43.00' LT.
7. STA. 36+88.50. 55.00' RT.
8. STA. 198+97.70. 37.28' LT.
9. STA. 198+81.77. 36.16' RT.
10. STA. 38+77.58. 56.04' RT.
11. STA. 39+65.08. 43.00' RT.

### S.E. TRANSITION (NBL)

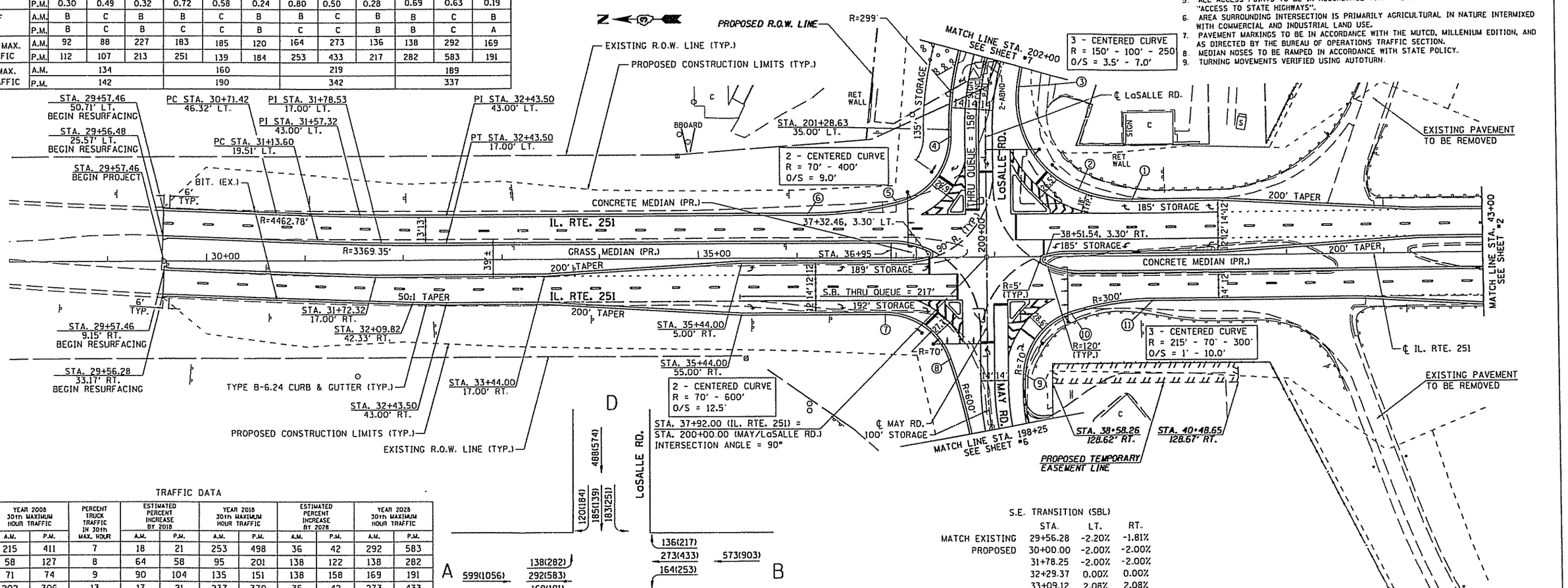
| | STA. | LT. | RT. |
|---|---|---|---|
| MATCH EXISTING | 29+56.28 | 3.50% | 1.78% |
| PROPOSED | 30+13.79 | 2.08% | 2.08% |

### ELEMENTS CONTROLLING DESIGN

1. ROUTE (STREET) — F.A.U. RTE. 6101 (IL. RTE. 251) WITH F.A.U. 6081 LaSALLE/MAY RD.
2. HIGHWAY FUNCTIONAL CLASSIFICATION — F.A.U. RTE. 6101 (IL. RTE. 251) - MINOR ARTERIAL (URBAN); MAY RD. - MUNICIPAL STREET; LaSALLE RD. - MINOR ARTERIAL (URBAN)
3. AVERAGE DAILY TRAFFIC (ADT) DATA:
   F.A.U. RTE. 6101 (IL. RTE. 251)
   (NORTH) EXISTING 9,500 (2008) DESIGN 16,200 (2028)
   (SOUTH) EXISTING 12,300 (2008) DESIGN 17,700 (2028)
   MAY RD. (WEST) EXISTING 7,000 (2008) DESIGN 11,900 (2028)
   LaSALLE RD. (EAST) EXISTING 6,900 (2008) DESIGN 11,800 (2028)
4. F.A.U. RTE. 6101 (IL. RTE. 251) IS THE PREFERENCE ROUTE
5. ANTICIPATED YEAR OF CONSTRUCTION 2008 DESIGN YEAR 2028
6. TRAFFIC CONTROL TO BE FULLY ACTUATED TRAFFIC SIGNALS
   WARRANTS MET WARRANT 1 & 2
7. DESIGN CRITERIA RECONSTRUCTION
8. DESIGN VEHICLE WB-65
9. TRUCK ROUTE DESIGNATION F.A.U. RTE. 6101 (IL. RTE. 251) IS A CLASS II TRUCK ROUTE
   F.A.U. RTE. 6101 (IL. RTE. 251) MAY RD. LaSALLE RD.
10. DESIGN SPEED 45 MPH *30 MPH *30 MPH
11. POSTED SPEED 45 MPH 45 MPH 40 MPH
    * 30 MPH @ IL. RTE. 251 / 45 MPH AWAY FROM IL. RTE. 251 F.A.U. RTE. 6101 (IL. RTE. 251)
12. PEDESTRIANS USAGE NO BICYCLES USAGE SHARED LANE

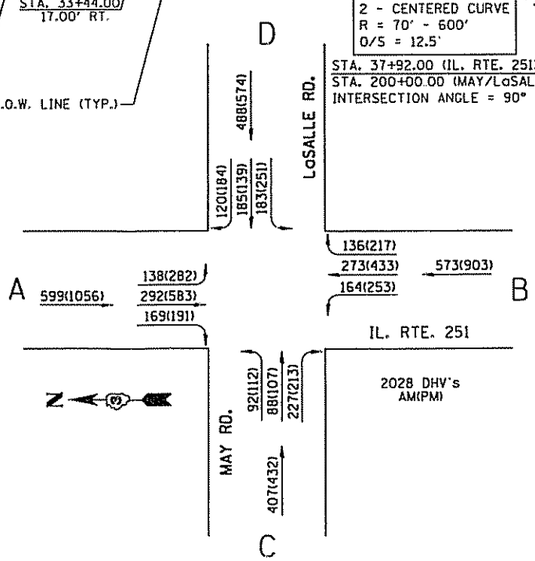
### GENERAL NOTES

1. PROFILES ARE PROVIDED.
2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT.
3. CORNER ISLANDS TO BE DESIGNED IN ACCORDANCE WITH STATE POLICY.
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED.
5. ALL ACCESS POINTS TO BE IN ACCORDANCE WITH THE STATE'S POLICY ON "ACCESS TO STATE HIGHWAYS".
6. AREA SURROUNDING INTERSECTION IS PRIMARILY AGRICULTURAL IN NATURE INTERMIXED WITH COMMERCIAL AND INDUSTRIAL LAND USE.
7. PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE MUTCD, MILLENIUM EDITION, AND AS DIRECTED BY THE BUREAU OF OPERATIONS TRAFFIC SECTION.
8. MEDIAN NOSES TO BE RAMPED IN ACCORDANCE WITH STATE POLICY.
9. TURNING MOVEMENTS VERIFIED USING AUTOTURN.




### TRAFFIC DATA

| MOVEMENT | YEAR 2008 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. | PERCENT TRUCK TRAFFIC IN 30th MAX. HOUR | ESTIMATED PERCENT INCREASE BY 2018 A.M. | P.M. | YEAR 2018 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. | ESTIMATED PERCENT INCREASE BY 2028 A.M. | P.M. | YEAR 2028 30th MAXIMUM HOUR TRAFFIC A.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AB | 215 | 411 | 7 | 18 | 21 | 253 | 498 | 36 | 42 | 292 | 583 |
| AD | 58 | 127 | 8 | 64 | 58 | 95 | 201 | 138 | 122 | 138 | 282 |
| AC | 71 | 74 | 9 | 90 | 104 | 135 | 151 | 138 | 158 | 169 | 191 |
| BA | 202 | 306 | 13 | 17 | 21 | 237 | 370 | 35 | 42 | 273 | 433 |
| BC | 107 | 170 | 18 | 27 | 25 | 136 | 212 | 53 | 49 | 164 | 253 |
| BD | 89 | 146 | 30 | 27 | 25 | 113 | 182 | 53 | 49 | 136 | 217 |
| CD | 57 | 72 | 21 | 28 | 25 | 73 | 90 | 54 | 49 | 88 | 107 |
| CA | 38 | 44 | 11 | 92 | 102 | 73 | 89 | 142 | 155 | 92 | 112 |
| CB | 148 | 143 | 18 | 28 | 24 | 189 | 178 | 53 | 49 | 227 | 213 |
| DC | 121 | 93 | 10 | 27 | 25 | 154 | 116 | 53 | 49 | 185 | 139 |
| DB | 119 | 169 | 25 | 28 | 24 | 152 | 210 | 54 | 49 | 183 | 251 |
| DA | 51 | 83 | 10 | 63 | 58 | 83 | 131 | 135 | 122 | 120 | 184 |
| TOTAL A | 635 | 1045 | 10 | 38 | 38 | 876 | 1440 | 71 | 71 | 1084 | 1785 |
| TOTAL B | 880 | 1345 | 18 | 23 | 23 | 1080 | 1650 | 45 | 45 | 1275 | 1950 |
| TOTAL C | 542 | 596 | 18 | 40 | 40 | 760 | 836 | 71 | 70 | 925 | 1015 |
| TOTAL D | 495 | 690 | 18 | 35 | 35 | 670 | 930 | 72 | 71 | 850 | 1180 |




### S.E. TRANSITION (SBL)

| | STA. | LT. | RT. |
|---|---|---|---|
| MATCH EXISTING | 29+56.28 | -2.20% | -1.81% |
| PROPOSED | 30+00.00 | -2.00% | -2.00% |
| | 31+78.25 | -2.00% | -2.00% |
| | 32+29.37 | 0.00% | 0.00% |
| | 33+09.12 | 2.08% | 2.08% |

Hutchison Engineering, Inc.

Jacksonville - Since 1945 - Joliet

2005 JOB# 2200

### INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

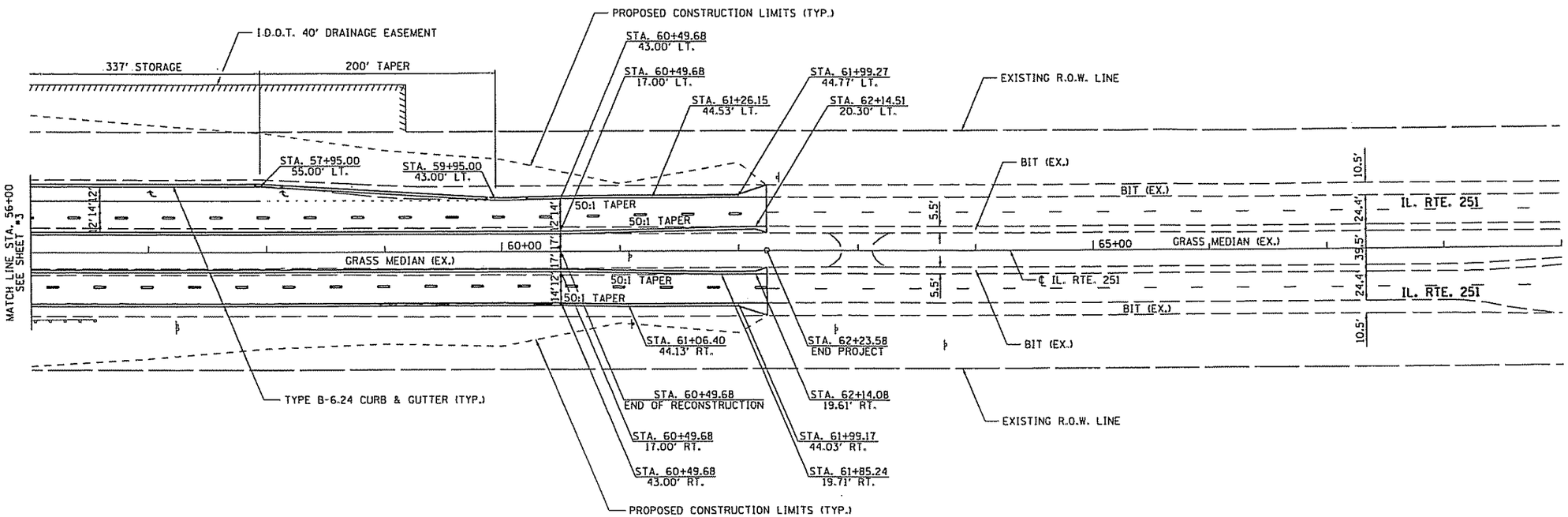
SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001004) I.D.S. SHEET 4 OF 22

NORMAL CROWN TRANSITION

| | | NBL | | SBL | |
|---|---|---|---|---|---|
| | STA. | LT. | RT. | LT. | RT. |
| PROPOSED | 60+83.58 | 2.08% | 2.08% | 2.08% | 2.08% |
| | 61+53.58 | 2.08% | 0.00% | 0.00% | 2.08% |
| MATCH EXISTING | 62+23.58 | 1.83% | -2.14% | -1.47% | 0.52% |

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

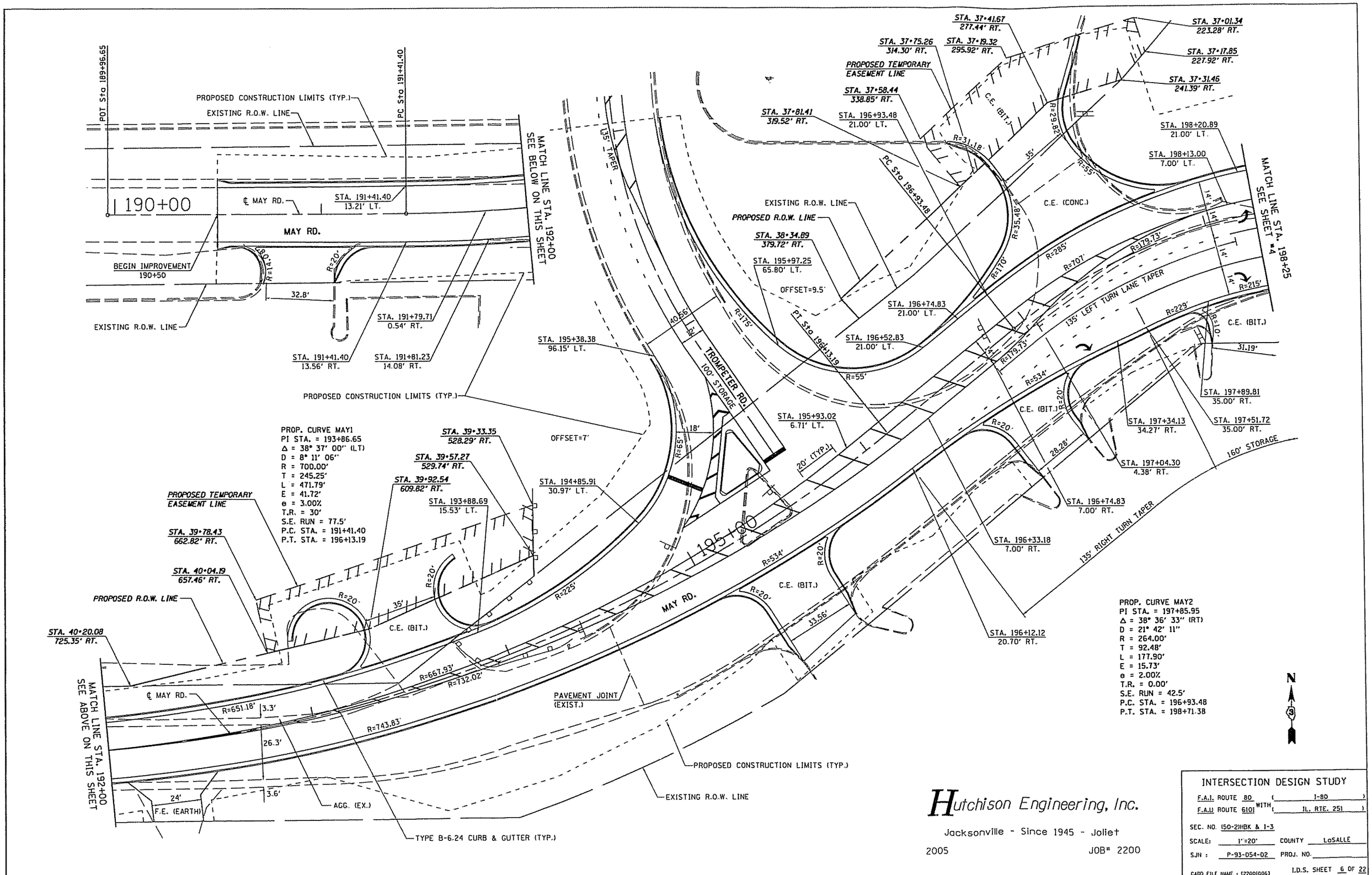
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

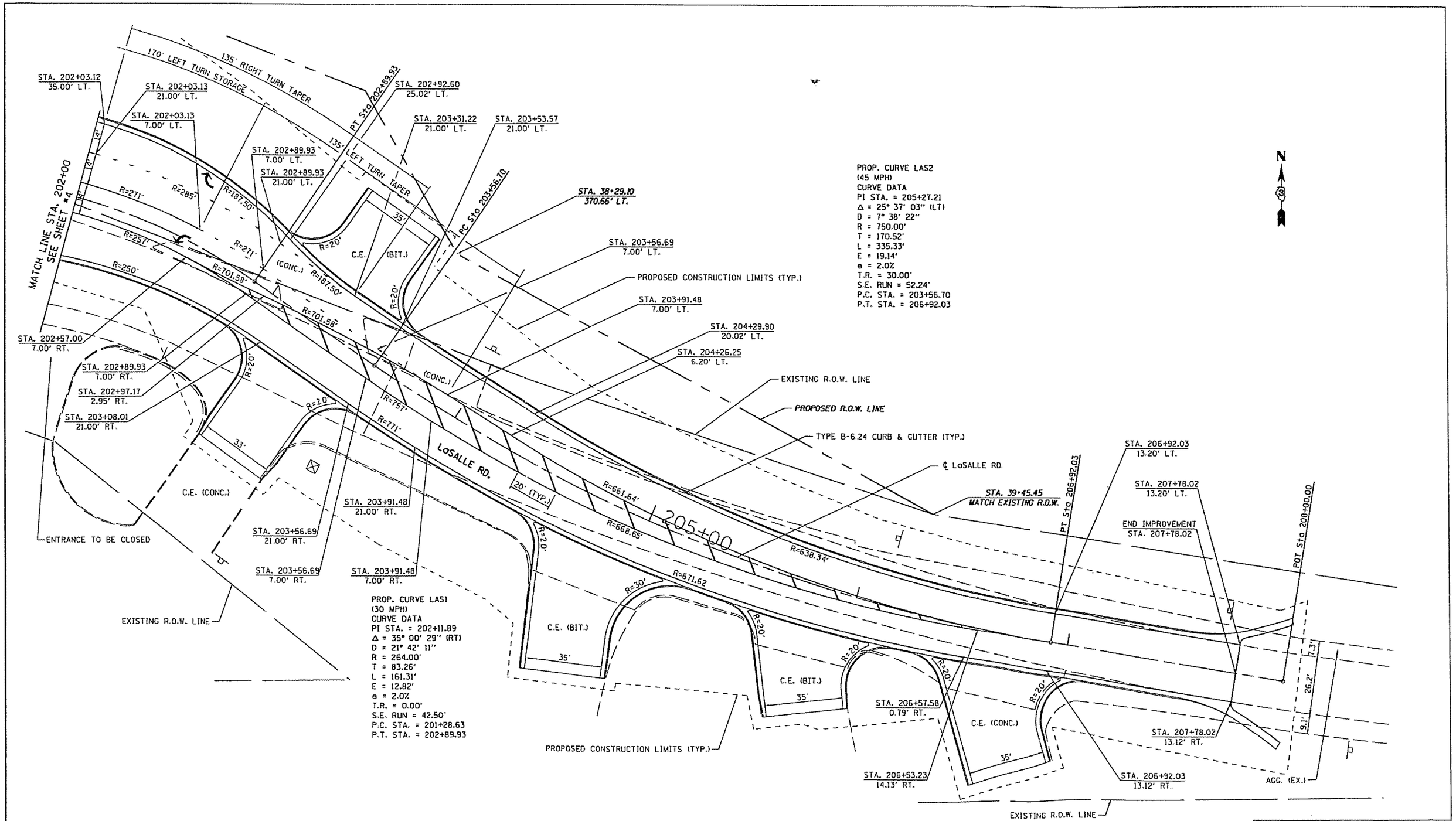
SEC. NO. (50-2)HBK & I-3

SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001005) I.D.S. SHEET 5 OF 22


POT Sta 189+96.65
PC Sta 191+41.40
PROPOSED CONSTRUCTION LIMITS (TYP.)
EXISTING R.O.W. LINE
190+00
℄ MAY RD.
STA. 191+41.40
13.21' LT.
MAY RD.
MATCH LINE STA. 192+00
SEE BELOW ON THIS SHEET
BEGIN IMPROVEMENT
190+50
R=14.08'
R=20'
32.8'
EXISTING R.O.W. LINE
STA. 191+79.71
0.54' RT.
STA. 191+41.40
13.56' RT.
STA. 191+81.23
14.08' RT.
PROPOSED CONSTRUCTION LIMITS (TYP.)
PROP. CURVE MAY1
PI STA. = 193+86.65
Δ = 38° 37' 00" (LT)
D = 8° 11' 06"
R = 700.00'
T = 245.25'
L = 471.79'
E = 41.72'
e = 3.00%
T.R. = 30'
S.E. RUN = 77.5'
P.C. STA. = 191+41.40
P.T. STA. = 196+13.19
STA. 39+33.35
528.29' RT.
OFFSET=7'
STA. 39+57.27
529.74' RT.
STA. 39+92.54
609.82' RT.
STA. 193+88.69
15.53' LT.
STA. 194+85.91
30.97' LT.
PROPOSED TEMPORARY
EASEMENT LINE
STA. 39+78.43
662.82' RT.
STA. 40+04.19
657.46' RT.
PROPOSED R.O.W. LINE
STA. 40+20.08
725.35' RT.
R=20'
35'
C.E. (BIT.)
R=20'
R=225'
MAY RD.
R=667.93'
R=732.02'
R=651.18'
3.3'
℄ MAY RD.
R=743.83'
26.3'
3.6'
24'
F.E. (EARTH)
AGG. (EX.)
TYPE B-6.24 CURB & GUTTER (TYP.)
MATCH LINE STA. 192+00
SEE ABOVE ON THIS SHEET
135' TAPER
40.56'
R=175'
TROMPETER RD.
100' STORAGE
18'
R=65'
STA. 195+38.38
96.15' LT.
STA. 195+93.02
6.71' LT.
20' (TYP.)
195+00
R=534'
R=20'
C.E. (BIT.)
33.56'
PAVEMENT JOINT
(EXIST.)
PROPOSED CONSTRUCTION LIMITS (TYP.)
EXISTING R.O.W. LINE
STA. 37+41.67
277.44' RT.
STA. 37+75.26
314.30' RT.
STA. 37+19.32
295.92' RT.
PROPOSED TEMPORARY
EASEMENT LINE
STA. 37+58.44
338.85' RT.
STA. 37+81.41
319.52' RT.
STA. 196+93.48
21.00' LT.
R=31.18'
C.E. (BIT.)
R=29.82'
35'
R=55'
PC Sta 196+93.48
EXISTING R.O.W. LINE
PROPOSED R.O.W. LINE
STA. 38+34.89
379.72' RT.
STA. 195+97.25
65.80' LT.
OFFSET=9.5'
R=35.48'
R=170'
PT Sta 196+13.19
STA. 196+74.83
21.00' LT.
STA. 196+52.83
21.00' LT.
R=55'
C.E. (CONC.)
R=285'
R=707'
R=179.73'
135' LEFT TURN LANE TAPER
R=229'
R=179.73'
R=534'
R=20'
C.E. (BIT.)
R=20'
28.28'
STA. 37+01.34
223.28' RT.
STA. 37+17.85
227.92' RT.
STA. 37+31.46
241.39' RT.
STA. 198+20.89
21.00' LT.
STA. 198+13.00
7.00' LT.
MATCH LINE STA. 198+25
SEE SHEET #4
14'
R=215'
R=10'
C.E. (BIT.)
31.19'
STA. 197+89.81
35.00' RT.
STA. 197+51.72
35.00' RT.
STA. 197+34.13
34.27' RT.
STA. 197+04.30
4.38' RT.
160' STORAGE
STA. 196+74.83
7.00' RT.
135' RIGHT TURN TAPER
STA. 196+33.18
7.00' RT.
STA. 196+12.12
20.70' RT.
PROP. CURVE MAY2
PI STA. = 197+85.95
Δ = 38° 36' 33" (RT)
D = 21° 42' 11"
R = 264.00'
T = 92.48'
L = 177.90'
E = 15.73'
e = 2.00%
T.R. = 0.00'
S.E. RUN = 42.5'
P.C. STA. = 196+93.48
P.T. STA. = 198+71.38
N
Hutchison Engineering, Inc.
Jacksonville - Since 1945 - Joliet
2005
JOB# 2200
INTERSECTION DESIGN STUDY
F.A.I. ROUTE 80 ( I-80 )
F.A.U ROUTE 6101 WITH ( IL. RTE. 251 )
SEC. NO. 150-2)HBK & 1-3
SCALE: 1"=20'
COUNTY LaSALLE
SJN : P-93-054-02
PROJ. NO.
CADD FILE NAME : (22001006)
I.D.S. SHEET 6 OF 22

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

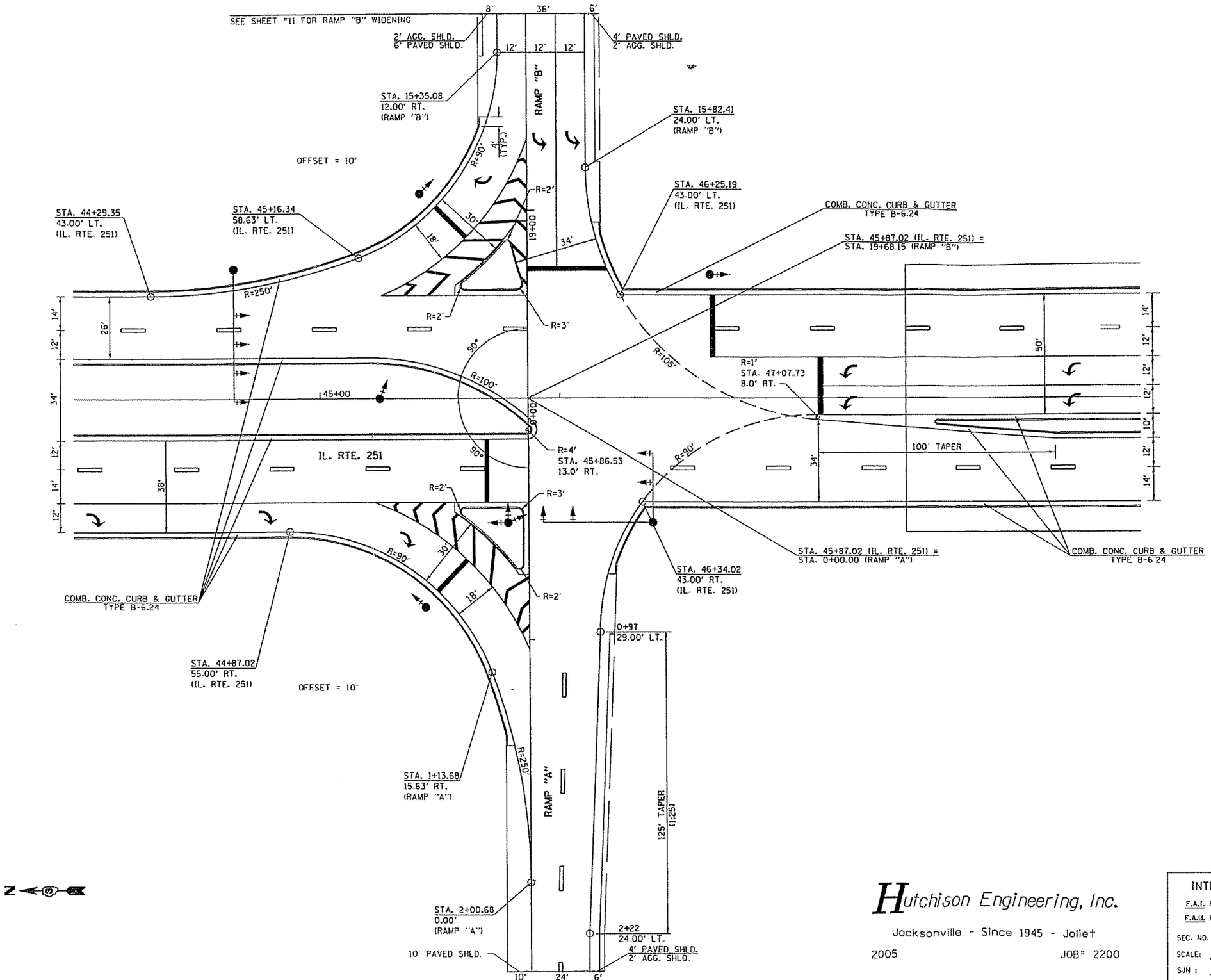
F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

SCALE: 1"=20' COUNTY LoSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001007) I.D.S. SHEET 7 OF 22

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

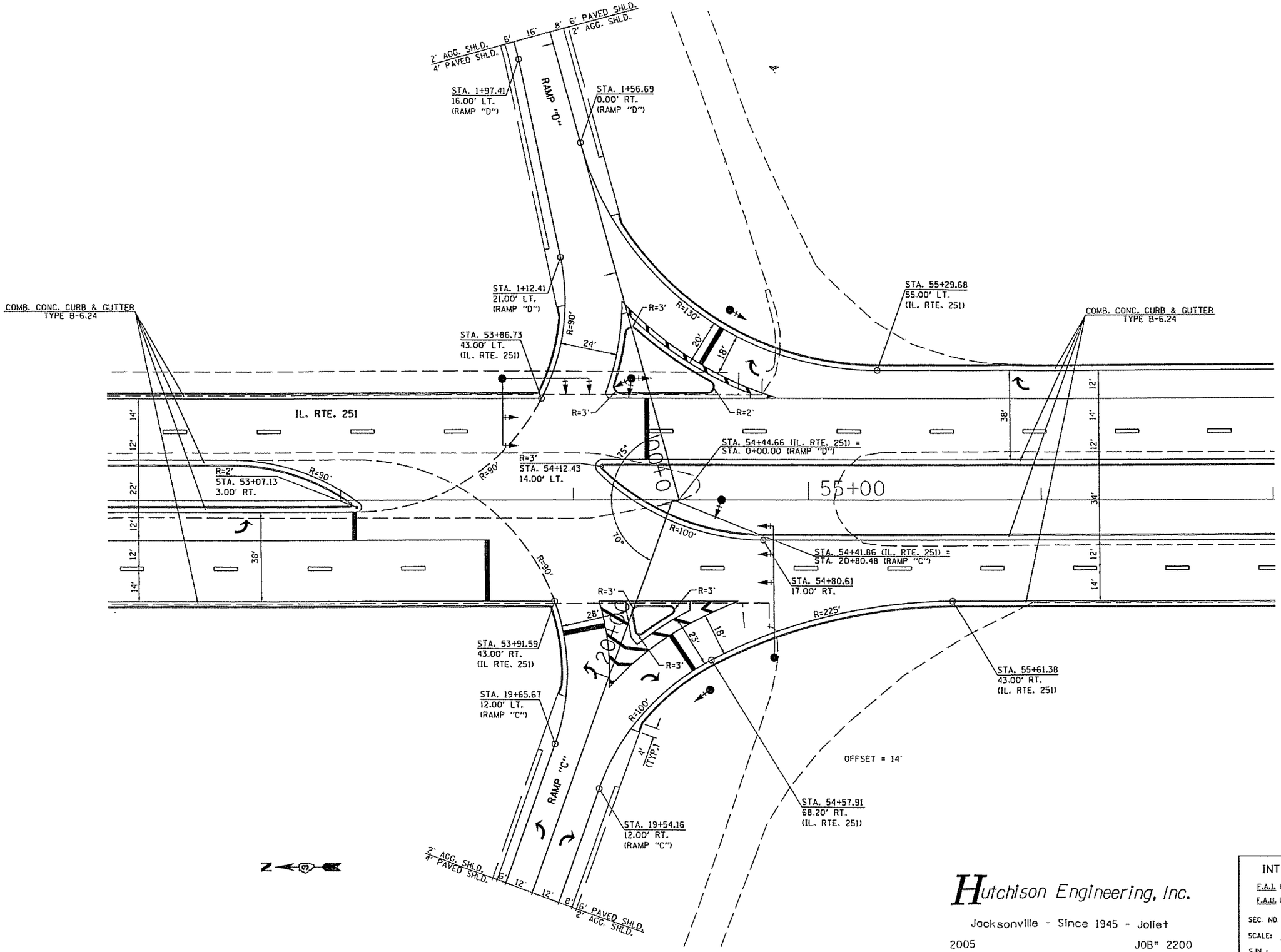
F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-21HBK & I-3

SCALE: 1"=20' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001008) I.D.S. SHEET 8 OF 22

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

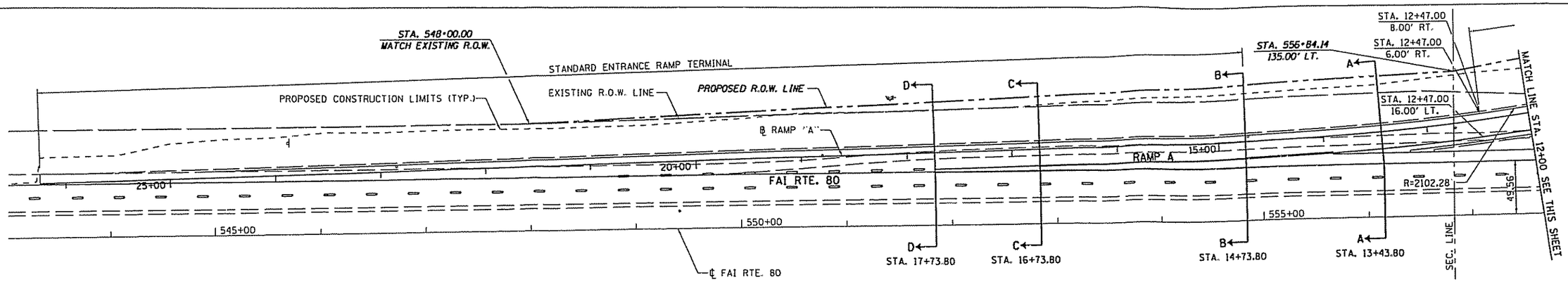
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

SCALE: 1"=20' COUNTY LaSALLE

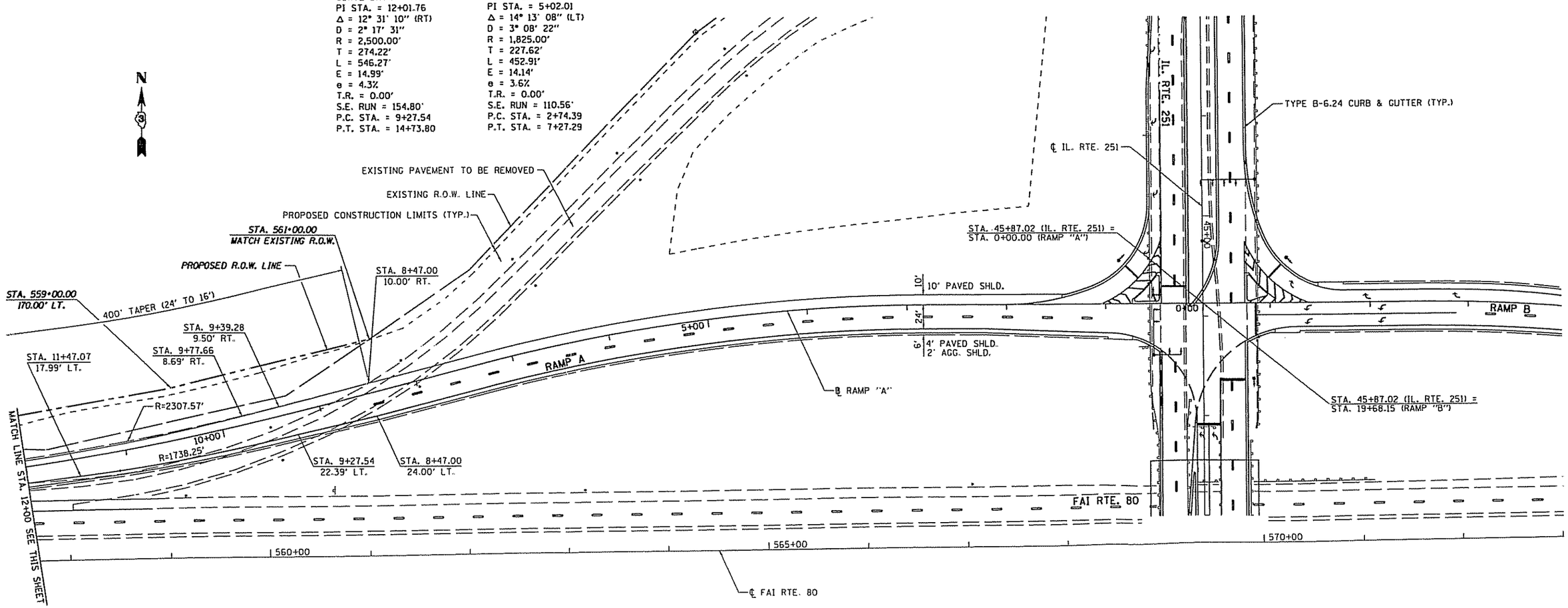
SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001009) I.D.S. SHEET 9 OF 22




RAMP "A"
(50 MPH)
CURVE DATA
PI STA. = 12+01.76
Δ = 12° 31' 10" (RT)
D = 2° 17' 31"
R = 2,500.00'
T = 274.22'
L = 546.27'
E = 14.99'
e = 4.3%
T.R. = 0.00'
S.E. RUN = 154.80'
P.C. STA. = 9+27.54
P.T. STA. = 14+73.80

RAMP "A"
(40 MPH)
CURVE DATA
PI STA. = 5+02.01
Δ = 14° 13' 08" (LT)
D = 3° 08' 22"
R = 1,825.00'
T = 227.62'
L = 452.91'
E = 14.14'
e = 3.6%
T.R. = 0.00'
S.E. RUN = 110.56'
P.C. STA. = 2+74.39
P.T. STA. = 7+27.29

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INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

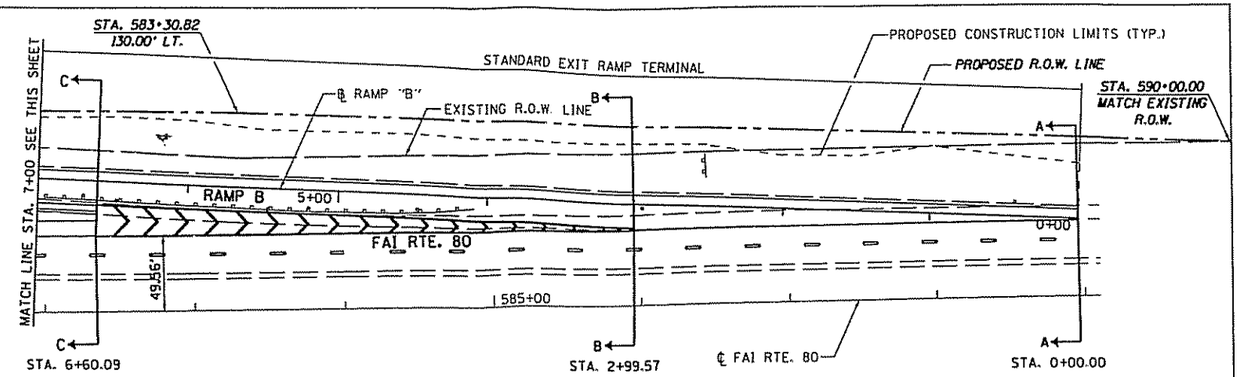
SEC. NO. (50-2)HBK & 1-3

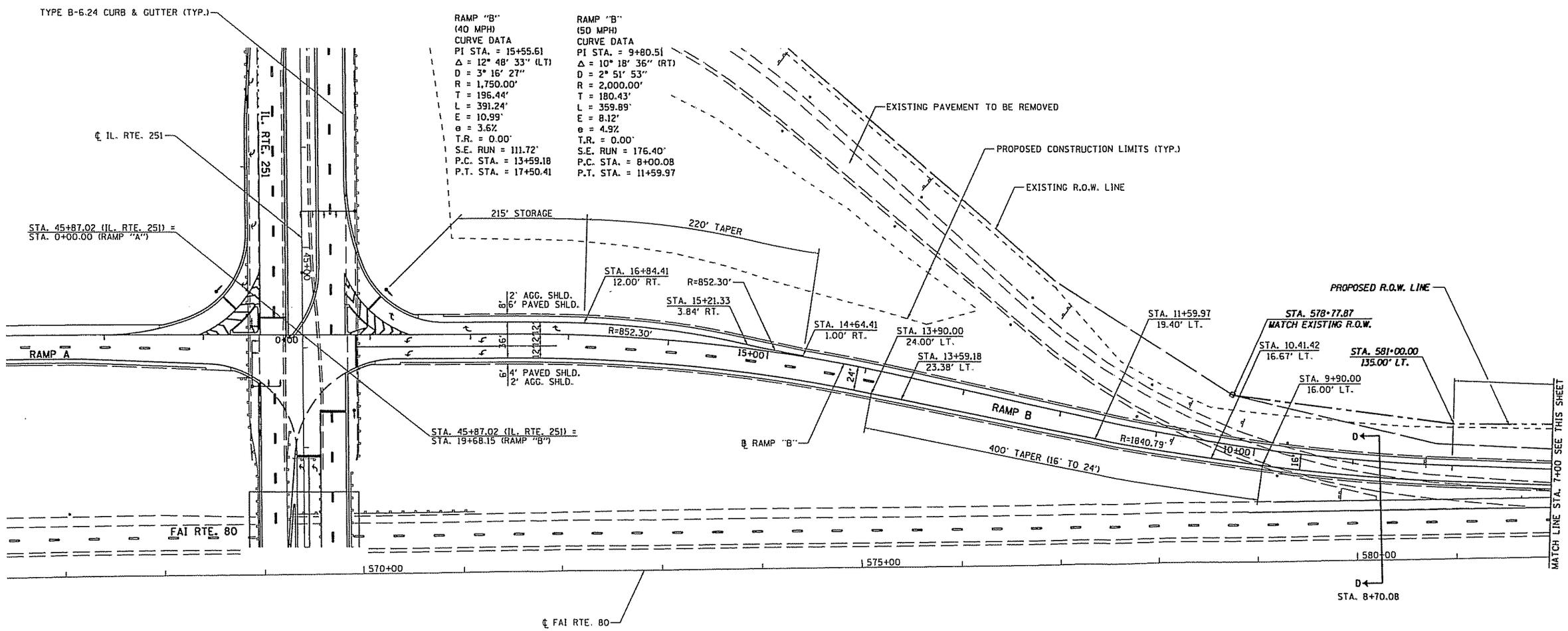
SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001010)

I.D.S. SHEET 10 OF 22

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

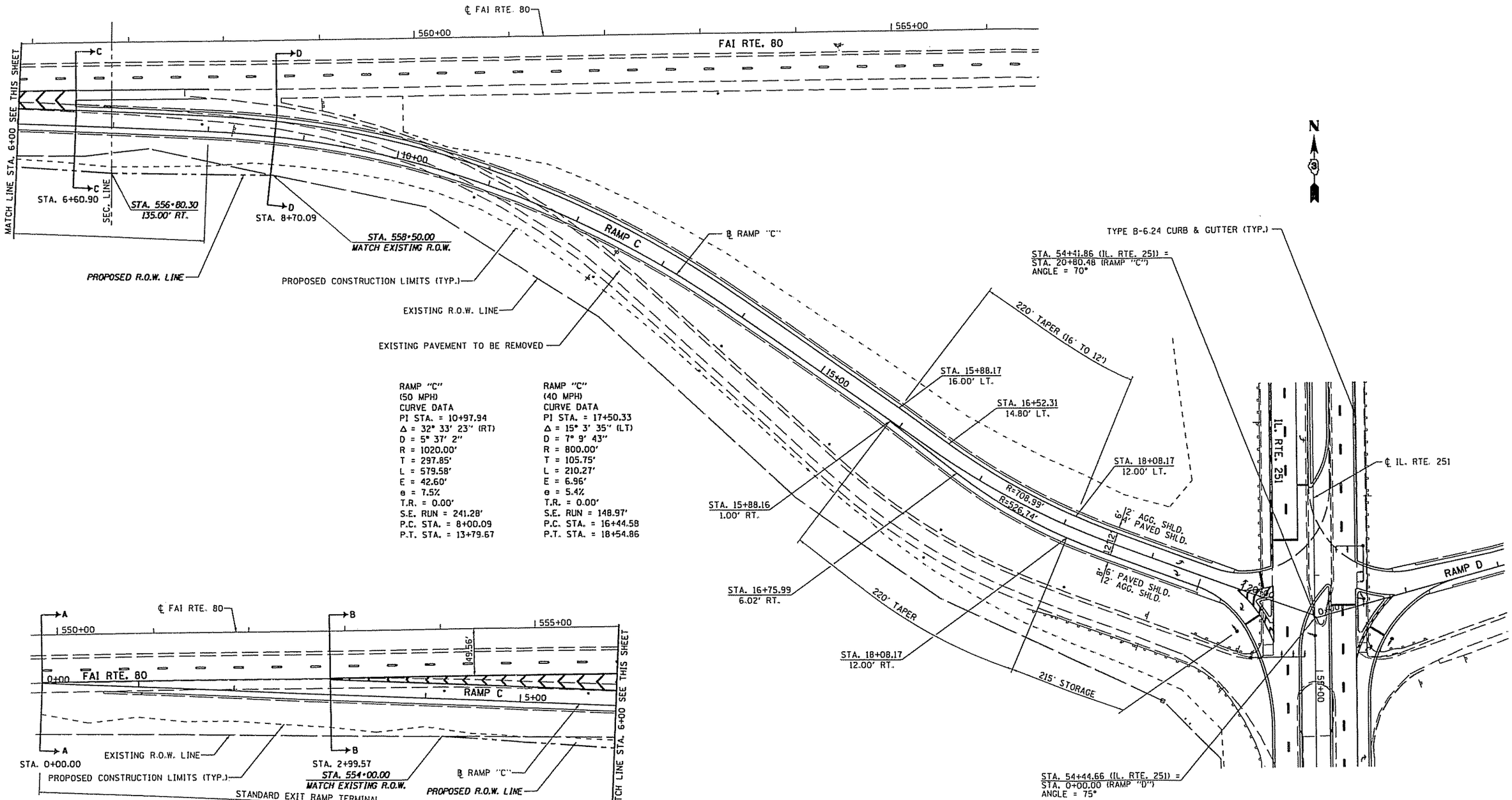
SEC. NO. (50-2)HBK & I-3

SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

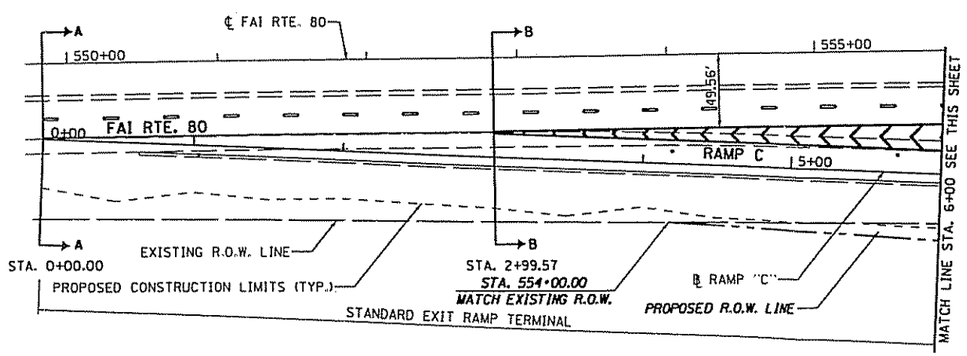
CADD FILE NAME : (2200101)

I.D.S. SHEET 11 OF 22




RAMP "C"
(50 MPH)
CURVE DATA
PI STA. = 10+97.94
Δ = 32° 33' 23" (RT)
D = 5° 37' 2"
R = 1020.00'
T = 297.85'
L = 579.58'
E = 42.60'
e = 7.5%
T.R. = 0.00'
S.E. RUN = 241.28'
P.C. STA. = 8+00.09
P.T. STA. = 13+79.67

RAMP "C"
(40 MPH)
CURVE DATA
PI STA. = 17+50.33
Δ = 15° 3' 35" (LT)
D = 7° 9' 43"
R = 800.00'
T = 105.75'
L = 210.27'
E = 6.96'
e = 5.4%
T.R. = 0.00'
S.E. RUN = 148.97'
P.C. STA. = 16+44.58
P.T. STA. = 18+54.86

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2005 JOB# 2200

INTERSECTION DESIGN STUDY

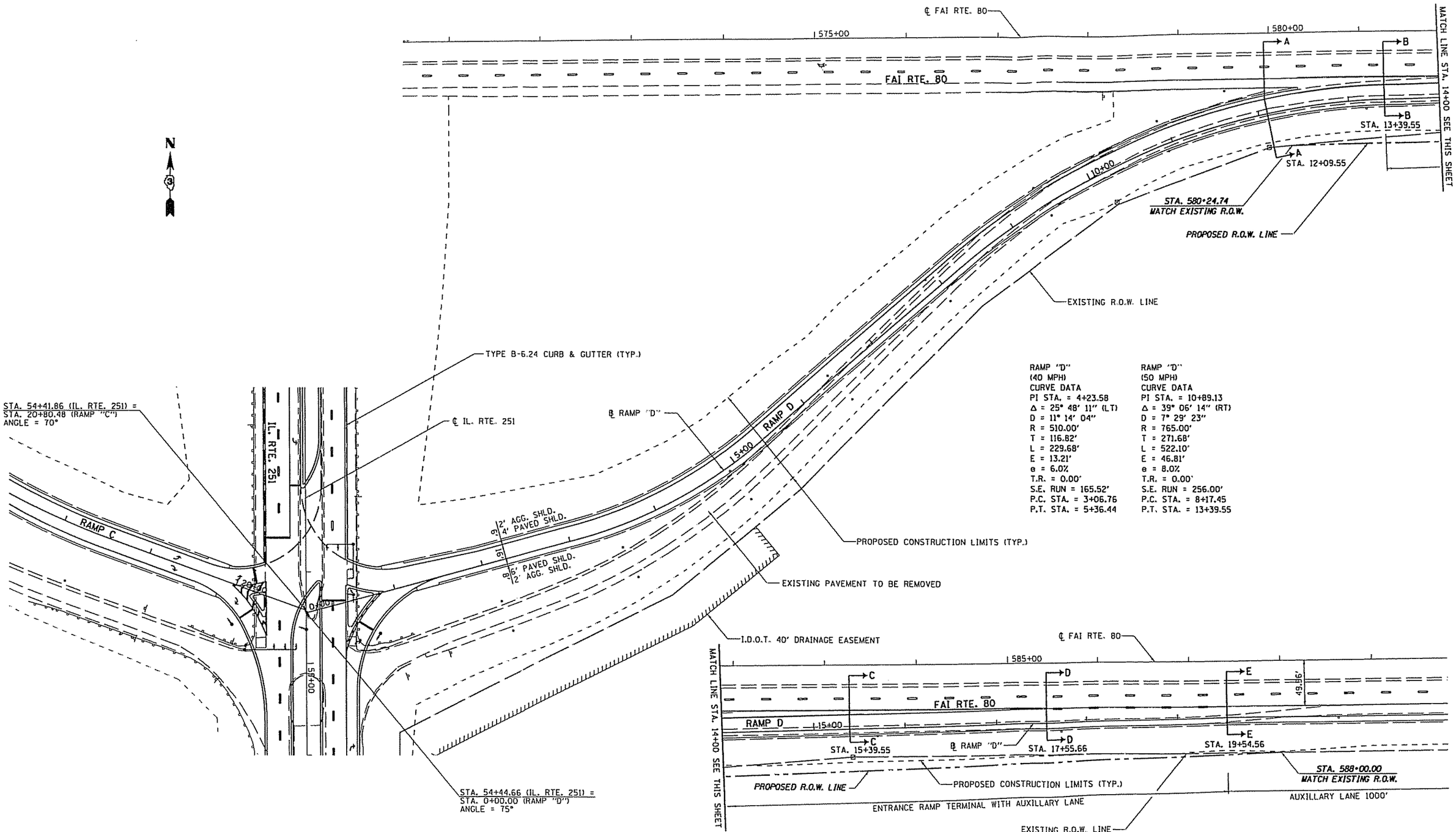
F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001012) I.D.S. SHEET 12 OF 22




RAMP "D"
(40 MPH)
CURVE DATA
PI STA. = 4+23.58
Δ = 25° 48' 11" (LT)
D = 11° 14' 04"
R = 510.00'
T = 116.82'
L = 229.68'
E = 13.21'
e = 6.0%
T.R. = 0.00'
S.E. RUN = 165.52'
P.C. STA. = 3+06.76
P.T. STA. = 5+36.44

RAMP "D"
(50 MPH)
CURVE DATA
PI STA. = 10+89.13
Δ = 39° 06' 14" (RT)
D = 7° 29' 23"
R = 765.00'
T = 271.68'
L = 522.10'
E = 46.81'
e = 8.0%
T.R. = 0.00'
S.E. RUN = 256.00'
P.C. STA. = 8+17.45
P.T. STA. = 13+39.55

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Jacksonville - Since 1945 - Joliet

2005 JOB# 2200

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

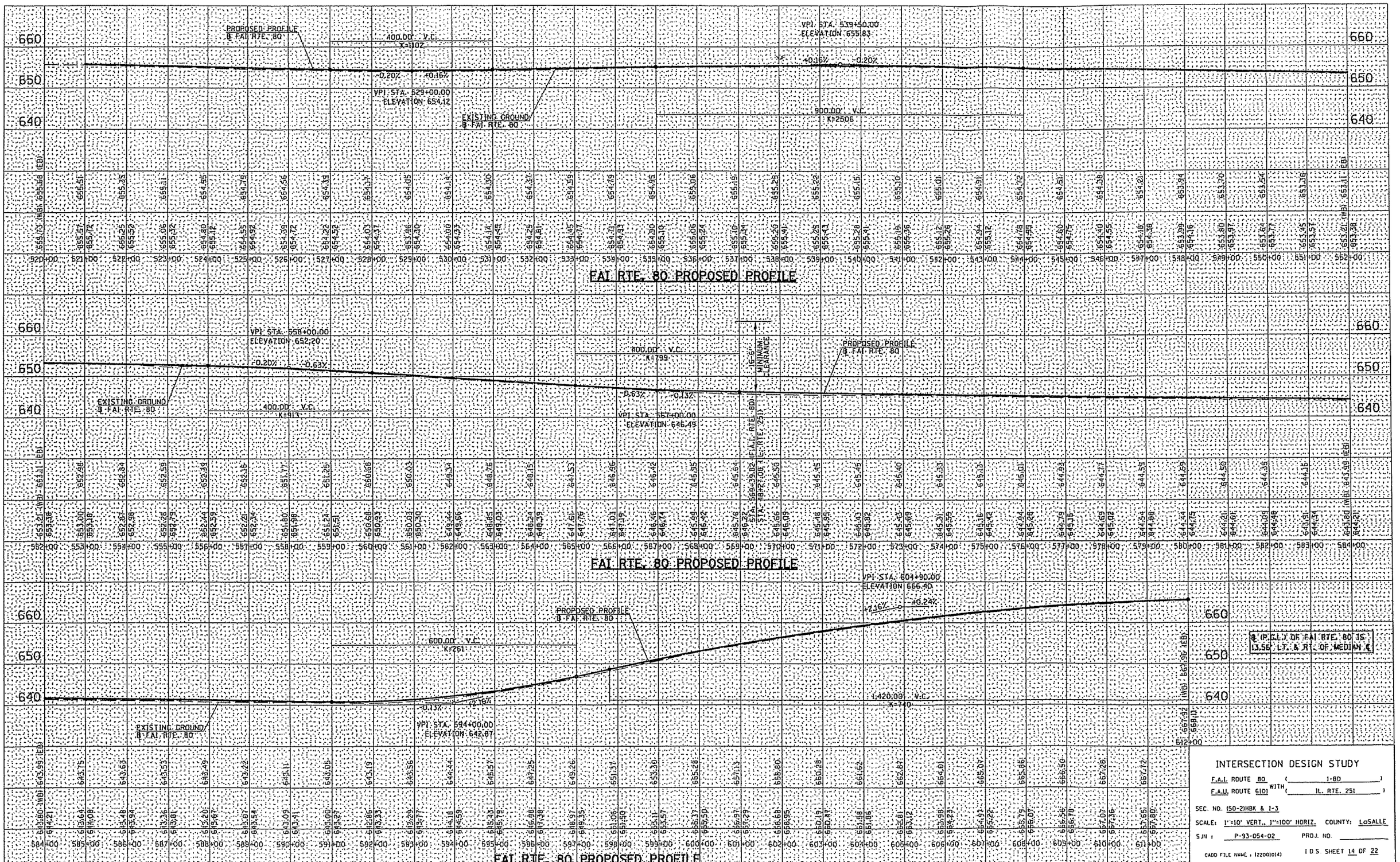
SEC. NO. (50-2)HBK & I-3

SCALE: 1"=50' COUNTY LaSALLE

SJN : P-93-054-02 PROJ. NO.

CADD FILE NAME : (22001013)

I.D.S. SHEET 13 OF 22

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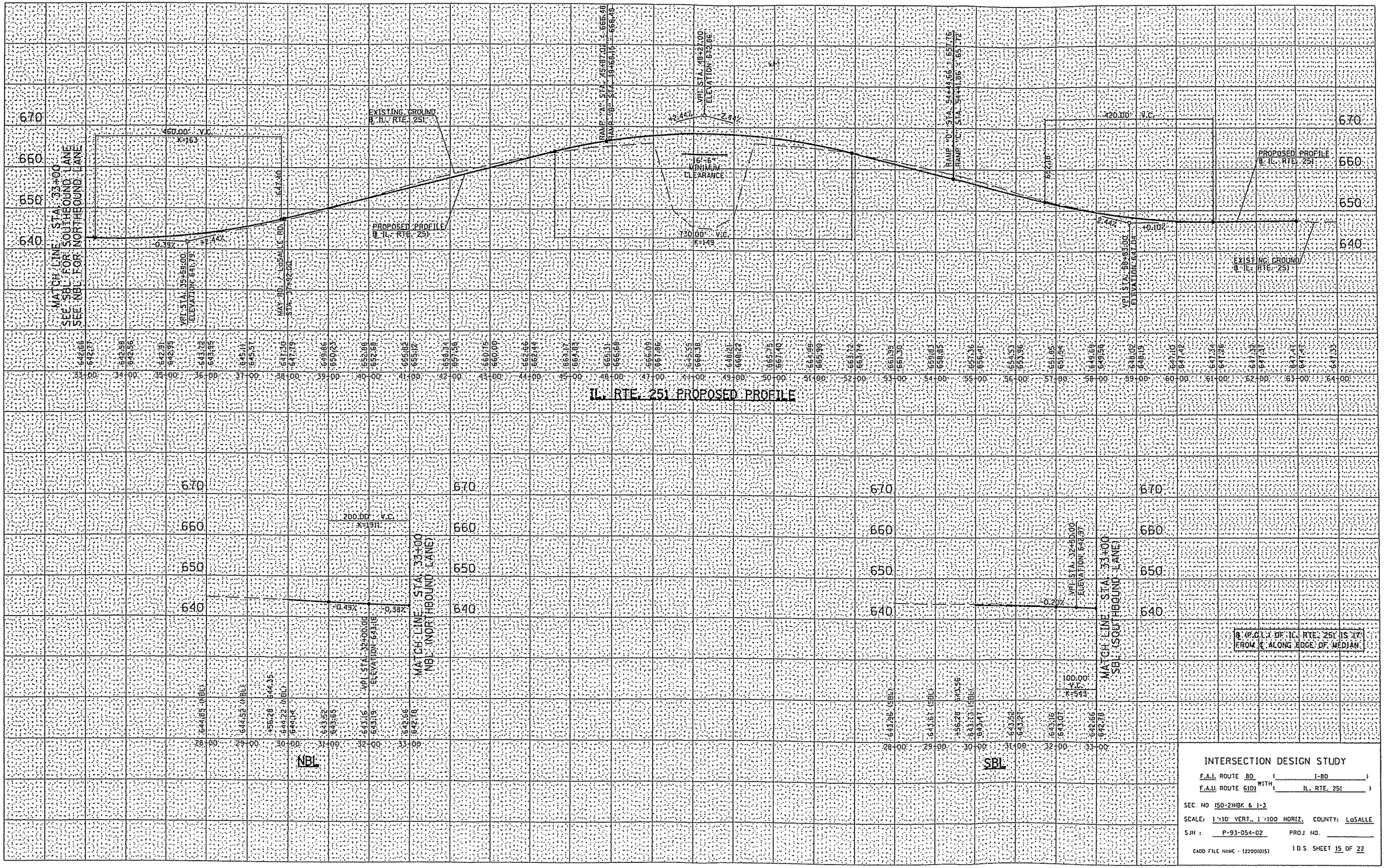


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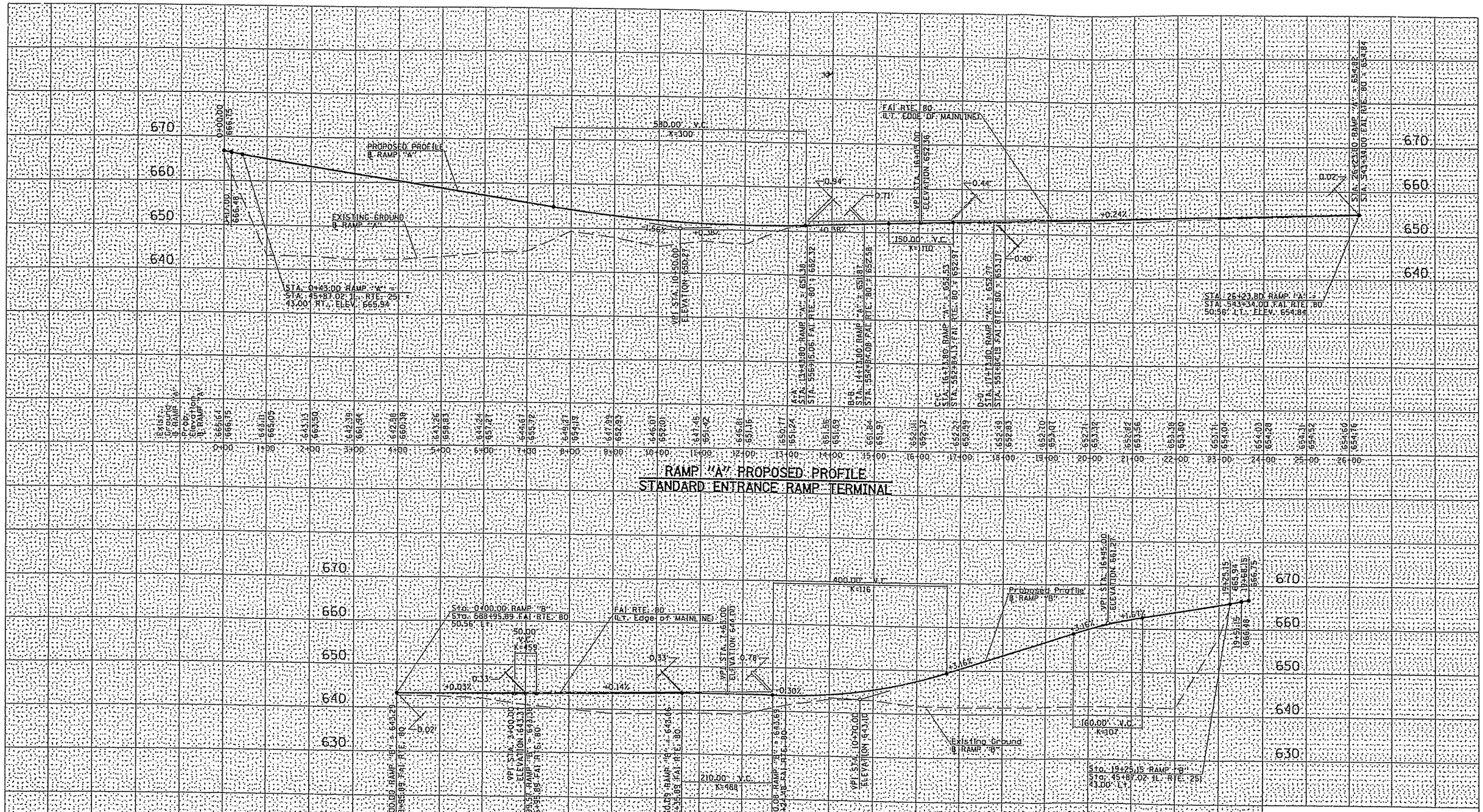


INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2HBK & I-3

SCALE: 1"=10' VERT., 1"=100 HORIZ. COUNTY: LaSALLE

S.J.N. : P-93-054-02 PROJ. NO. _____

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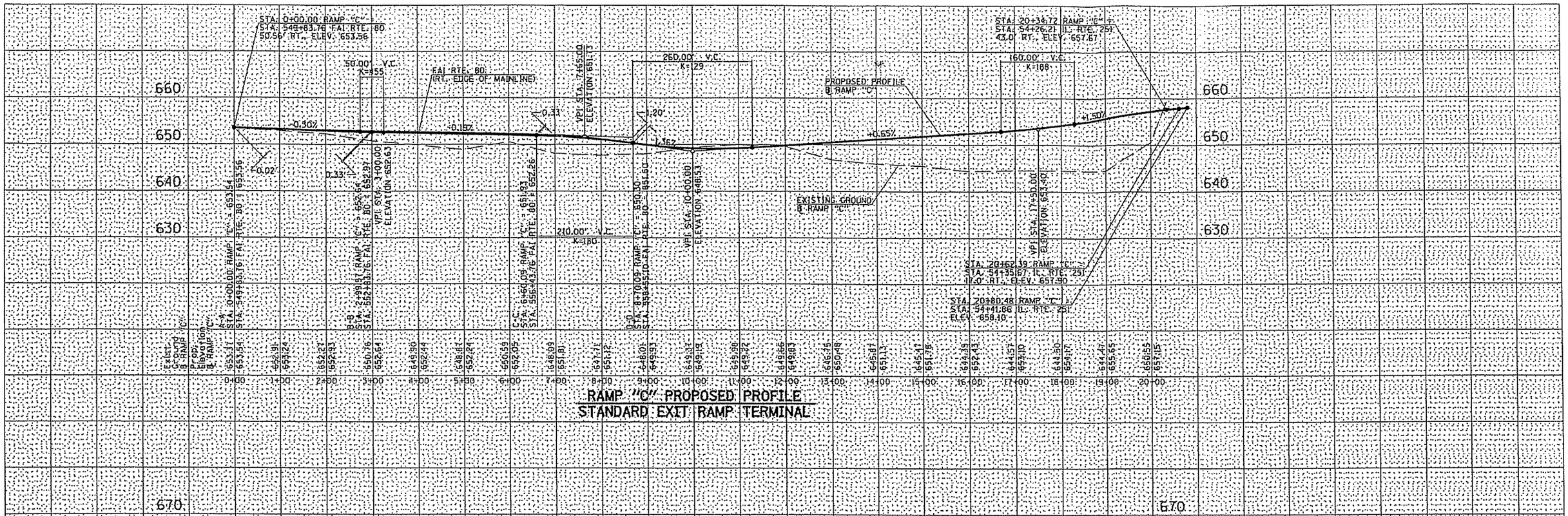
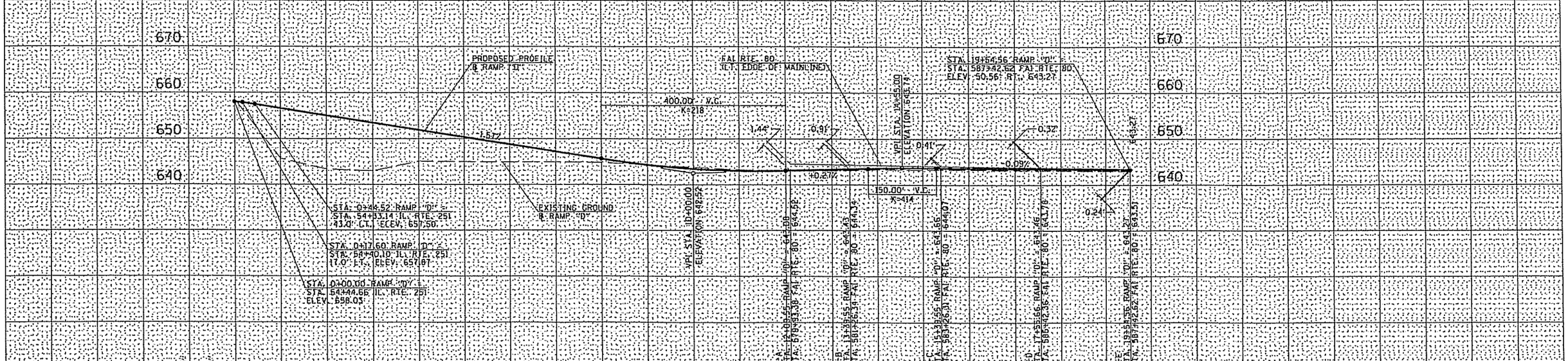



RAMP "C" PROPOSED PROFILE
STANDARD EXIT RAMP TERMINAL




RAMP "D" PROPOSED PROFILE
ENTRANCE RAMP TERMINAL WITH AUXILIARY LANE

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

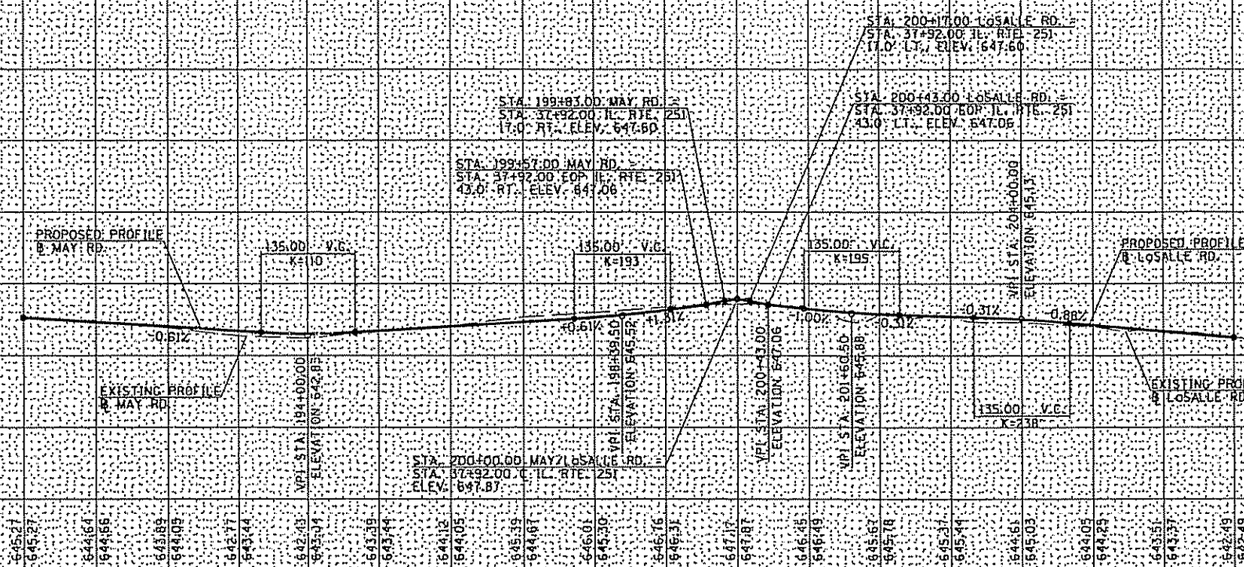
SEC. NO. (50-2)HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

S.N : P-93-054-02 PROJ. NO.

CADD FILE NAME - (22001017)

I.D.S. SHEET 17 OF 22




MAY/LaSALLE RD. PROFILE

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO (50-2)HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

S.J.N.: P-93-054-02 PROJ. NO.

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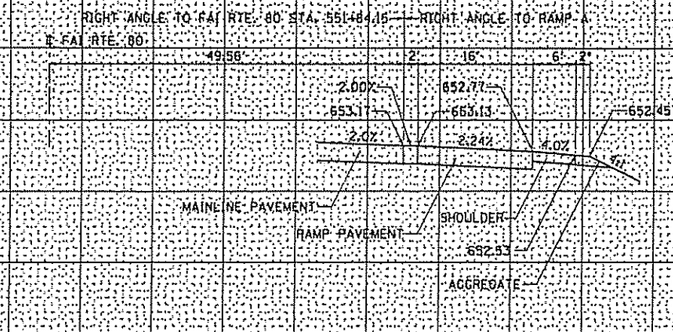
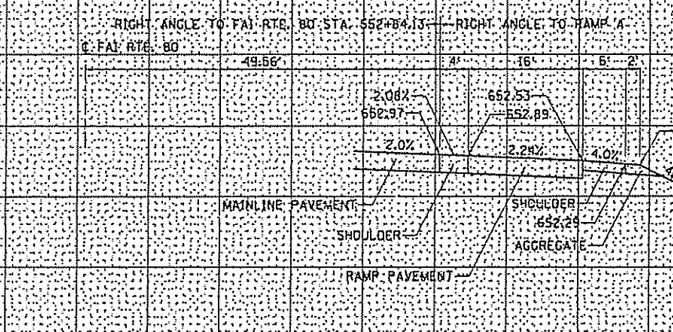
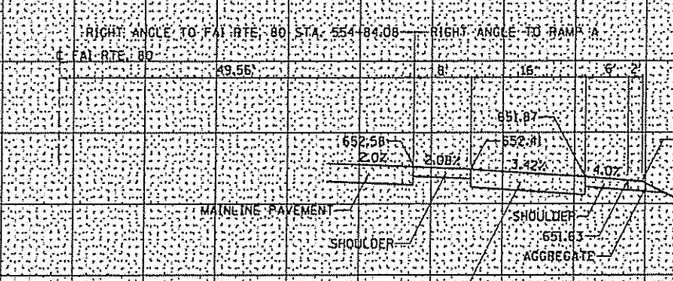
I.D.S. SHEET 18 OF 22



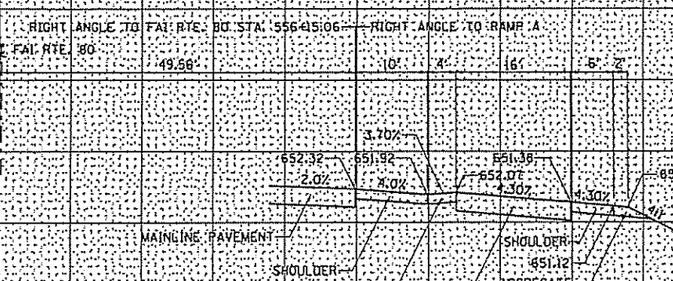

## SECTION D-D
STA. 17+73.80




## SECTION C-C
STA. 16+73.80




## SECTION B-B
STA. 14+73.80




## SECTION A-A
STA. 13+43.80

# STANDARD ENTRANCE RAMP TERMINAL
## RAMP "A"

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL RTE. 251 )

SEC NO 150-2HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

S.N : P-93-054-02 PROJ. NO.

CADD FILE NAME : (2200101)

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RAMP "B"

STANDARD EXIT RAMP TERMINAL

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. (50-2)HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

SJN : P-93-054-02 PROJ. NO. _____

CADD FILE NAME : (22001020)

I.D.S. SHEET 20 OF 22

RAMP "C"
STANDARD EXIT RAMP TERMINAL

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )
F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO. 150-2)HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

SJN : P-93-054-02 PROJ. NO. _____

CADD FILE NAME - (22001021) I.D.S. SHEET 21 OF 22

RAMP "D"

ENTRANCE RAMP TERMINAL WITH AUXILIARY LANE

INTERSECTION DESIGN STUDY

F.A.I. ROUTE 80 ( I-80 )

F.A.U. ROUTE 6101 WITH ( IL. RTE. 251 )

SEC. NO (50-2)HBK & I-3

SCALE: 1"=10' VERT., 1"=100' HORIZ. COUNTY: LaSALLE

SJN : P-93-054-02 PROJ NO. _____

CADD FILE NAME : (220010223)

I.D.S. SHEET 22 OF 22

# APPENDIX C

Coordination Meeting Minutes
Design Exception Requests
Design Criteria Checklist
Hazardous Waste Waiver Request
Environmental Survey Request
PESA Review
PESA Response
Biological Resources Review
State Historic Preservation Office Clearance
Wetland Impact Evaluation
Air Quality
Noise Analysis-Not Required
    See - Coordination Meeting Minutes Dated April 14, 2005.
Erosion and Sediment Control Analysis
Bicycle Accommodation Coordination
Local Agency Coordination

| MINUTES<br>COORDINATION MEETING<br>DISTRICT 3 CONFERENCE ROOM | | | TOPIC NO. 1<br>DISTRICT 3 NO. 1512<br>P-93-054-02 |
|---|---|---|---|
| | September 7, 2005<br>Special | **FUNDING SOURCE** | Interstate Maintenance |
| **ROUTE** | FAI 80 | | |
| **MARKED ROUTE** | I-80 | **GUIDELINES USED** | Chapters 36, 37, 44, & 49 of the BDE Manual |
| **LOCAL NAME** | | **FUNCTIONAL CLASSIFICATION** | I-80 Urban Interstate<br>IL 251 Minor Arterial (Urban) |
| **SECTION** | (50-2)HBK & I-3 | **DESIGN SPEED** | I-80 - 70 MPH<br>(65 MPH Posted)<br>IL 251 – 45 MPH<br>(45 MPH Posted) |
| **COUNTY** | LaSalle | | |
| **ADT** 26,000<br>16,000 | **YEAR** 2002 I-80<br>2002 IL 251 | **PERCENT TRUCKS** | S.U.=5.8% M.U.=33.5%<br>S.U.=2.9% M.U.=4.2% |

**LIMITS OF PROJECT** - SN 050-0077 (SB) and SN 050-0078 (NB) carrying Illinois 251 over I-80 located at the north end of Peru. The Peru interchange is located at milepost 75. **Approximately 1.51 miles on I-80, 0.64 mile on Illinois 251, 0.18 mile on May Road, and 0.15 mile on LaSalle Road.**

**DATES PREVIOUSLY DISCUSSED** October 18, 2002 June 3, 2004 April 14, 2005

**SCOPE OF DISCUSSION** – October 18, 2002

History/Existing Conditions - Structure Numbers 050-0077 and 050-0078 were both constructed in 1961 as simple four span prestressed concrete I-beam structures 208' long. They both have 7" concrete decks and are covered with an I-11 overlay and waterproofing membrane system. Each roadway has two 12' lanes and 3' shoulders for a total of 30' while the total out to out distance is 36'.

The diamond interchange was constructed at the same time as the bridges. The existing intersection angles are 70 degree and there is a dual left turn lane at the northeast quadrant for I-80 traffic that turns southbound The ramp terminals are signalized.

Located approximately 300' north of the westbound I-80 ramps is the signalized intersection of LaSalle/May Road. This intersection has been designated as a high accident location. The I-80 westbound off ramp traffic that turns north has its own concrete right turn lane to LaSalle Road. Traffic headed south on Illinois 251 has a short right turn lane to the I-80 westbound on ramp. See the accident analysis below.

**I-80 is a Class I truck route** and Illinois 251 is a Class II truck route.

**SCOPE OF DISCUSSION** – June 3, 2004

An interchange type study was completed for the project and submitted to the BDE on October 3, 2003. The study compared a compressed diamond versus a conventional diamond for the Illinois 251/I-80 interchange. Due to the lower cost and the smaller impacts to current businesses, the consultant (and district engineer) recommended the compressed diamond configuration. The BDE requested that the design incorporate the use of the north ramps from the compressed diamond and keep the existing south ramps in their original vicinity. In affect, the design is a conventional diamond that is "offset" to the south.

The interchange will be constructed as an asymmetric conventional diamond. The north crossroad intersection for Ramps A and B will be constructed at 90 degress and as close as (geometrically) possible to I-

80. This will provide additional distance between the north crossroad intersection and the LaSalle/May Road intersection. The south crossroad intersection for Ramps C and D will be located to meet the required 45 mph design speed for Illinois 251. Ramp C will have an angle of 70 degrees while Ramp D will be 75 degrees. The ramp design speed will be 50 miles per hour and will have sufficient length to enable trucks to enter the interstate at 50 mph. An auxilliary acceleration lane will be constructed along I-80 for the eastbound entrance ramp.

The consultant has designed a preliminary conventional diamond interchange. Using the recommended minimum 1,250' distance from the structure to the gore nose [Section 37-3.02(d) of the BDE manual] it was found that there were some impacts for Ramp D. The proposed right of way would cut through the Menard's lumber storage shed and a city retention pond/pump station.

The ramp in the northwest quadrant will be approximately 40' closer to the Econolodge motel which will require a noise analysis.

The district requests concurrence with the revised project scope.

**Mr. Paul Niedernhofer of the Bureau of Design and Environment (BDE) concurred on the revised project scope.**

**Mr. Walt Zyznieuski of the BDE confirmed that a noise and air quality analysis will be required for this project.**

**Need for Proposed Improvement** - S.N. 050-0077 is in need of 17 percent partial deck patching and 26 percent full depth patching. The beams, diaphragms, pier caps, and columns have areas that are wet, cracked, delaminated and spalled. Two beams have spalls with exposed reinforcement and the bearings are heavily rusted. Guardrail end sections do not meet the current standards. Structure No. 050-0077 has a sufficiency rating of 78.6, inventory rating of 56 tons, and operating rating of 99 tons. The vertical clearance over I-80 is 16.2 feet.

Structure No. 050-0078 is in need of 18 percent partial deck patching and 28 percent full depth patching. The beams, diaphragms, abutment backwalls, and piers have areas that are wet, cracked, and spalled. There also is a broken electrical box and conduit brackets on the east fascia. Guardrail end sections do not meet the current standards and the approach guardrail is not attached to the northeast rail. Structure No. 050-0078 has a sufficiency rating of 77.6, inventory rating of 56 tons, and operating rating of 99 tons. The vertical clearance over I-80 is 16.2 feet.

There currently is a high accident location at the intersection of LaSalle-May Road. This intersection is too close to the westbound ramps of I-80 and motorists have trouble with the short **merging** distance **between the ramp intersection and the LaSalle/May intersection.**

The existing interchange does not meet the traffic capacity for the projected ADT **and** the **eastbound entrance ramp length is in**adequate for trucks to **merge with I-80 traffic** at 50 miles per hour. There also is a high accident location at the Illinois Route 251 intersection with the eastbound ramps.

**Proposed Scope of Work** – Structures 050-0077 and 050-0078 will be removed and replaced per the recommendation of the approved BCR's. The profile of the proposed **Illinois 251** structure will provide a minimum 16.5' vertical clearance over the interstate. The length of the new structure will provide additional horizontal underclearance for a future six lane interstate cross section. The proposed bridge geometry will be based on the traffic analysis and capacity requirements. The final bridge design will be determined in the TS&L phase.

The district is anticipating that the interchange will be reconstructed as a compressed diamond. This type of

interchange will provide additional room for traffic between the westbound I-80 ramps and LaSalle/May Road. The ramp design speed will be 50 miles per hour.

The ramps will have sufficient length as to enable trucks to enter the interstate at 50 miles per hour. The existing ramp intersections are at 70 degree angles. The ramps will be designed to meet the angle of intersection for the projected ADT according to the BDE Manual criteria. An angle less than the existing 70 degree will not be considered. Auxiliary lanes along I-80 will be constructed as necessary.

The LaSalle-May Road intersection will be reconstructed.

A Phase I consultant will be selected on October 2, 2002 from PTB 124. The consultant will develop a Phase I project report for the reconstruction of the I-80/Illinois 251 interchange, the replacement of Structure No's. 050-0077 and 050-0078 carrying Illinois 251 traffic over I-80, and the reconstruction of the LaSalle-May Road intersection north of the interchange. This project is currently unfunded in the multiyear program.

The district requests concurrence on the scope of work and environmental processing as a categorical exclusion.

Mr. Mike Bruns of the Bureau of Design and Environment indicated a noise analysis will be required if the ramps are realigned closer to the hotel/motels.

The FHWA indicated this project will be a full oversite project.

The FHWA indicated an access justification report will not be required for this project.

Mr. Ben Garde of the Bureau of Bridges and Structues indicated the affects of the interchange geometry on the structure should be provided when determined. Discussed the potential of replacing two bridges with one.

The FHWA and Mr. Paul Niedernhofer and Mr. Mike Bruns of the Bureau of Design and Environment concurred on the project scope and with processing as a categorical exclusion.

**SCOPE OF DISCUSSION – April 14, 2005**

A field review was conducted by the FHWA, Mr. Paul Niedernhofer of the BDE, and Mr. Ted Fultz and Mr. Duane Lukkari of District 3 on March 9, 205. The FHWA stated that a noise study is not required for this location due to the minor horizontal adjustment of the ramps.

**The FHWA indicated that this project will be a full oversight project and concurred with processing as a Group 2 categorical exclusion.**

**SCOPE OF DISCUSSION – September 7, 2005**

See guardrail runout length exception request.

**TRAFFIC CONTROL – April 14, 2005**

Traffic control will be staged on Illinois 251 and the ramps during the construction of the project. Some temporary lane closures will be needed at times on I-80.

**REVIEW OF ACCIDENT DATA** – In the four year study period from 1998 to 2001, there were 33 accidents resulting in eight injuries on I-80. Of the 33 accidents, 76 percent (25) were property damage accidents only. The remaining eight accidents involved personal injuries. Rear end collisions were the most frequent type of accident with 30.3 percent; followed by sideswipe/same direction 24.2 percent; striking a fixed object accounted for 21.2 percent; striking other objects 9.1 percent; striking an animal 6.1 percent; vehicle

overturned 6.1 percent; and striking at an angle 3.0 percent.

During the four years for the Illinois 251 section, there were 77 accidents resulting in 52 injuries. Of the 77 accidents, 58 percent (45) involved property damage only. The remaining 32 accidents involved personal injuries. Rear end collisions were the most frequent type with 35 percent; followed by turning movement accidents 29.9 percent; striking at an angle 19.5 percent; sideswipe/same direction 7.8 percent; hitting a fixed object 6.5 percent; and hitting a parked vehicle 1.3 percent.

After analyzing the accident data further, it was found that there were a total of 15 accidents where the westbound I-80 ramps intersect with Illinois 251. Of these, seven were turning movements, four were rear end collisions, and four were of the angle type. The HAL at the eastbound I-80 ramps/Illinois 251 had a total of 32 accidents during the four year study period. Of these, 13 were rear end collisions, nine were turning movements, four involved fixed objects, four were the angle type, and two were vehicles sideswiping each other. The other HAL at LaSalle/May Road had 23 accidents. Of these were seven rear end collisions, seven angle type, six were turning movements, and there was one each involving parked, sideswipe, and fixed object collisions.

Weather and pavement conditions do not appear to be a factor in all the accidents since 69.4 percent (77) of the accidents occurred when the weather/road conditions were clear and dry; 13.5 percent (15) of the accidents occurred when the weather/road conditions were raining and wet; 4.5 percent (5) when there was snow covered roads; and the remaining 12.6 percent (14) were either clear/not stated; other/dry; clear/wet; or clear/not stated.

Of the accidents, 29.7 percent occurred on I-80, while the remaining 70.3 percent were on the Illinois 251 segment. The directions of travel for the vehicles involved were: 30 percent east; 23 percent north; 16.5 percent south; and 16 percent west.

Lighting does not appear to be a factor since 76 percent of the total accidents occurred during daylight hours.

There are no wet weather clusters within the project limits. There were two high accident locations: one at the eastbound entrance of I-80/Illinois 251 and the other at the intersection of Illinois 251/LaSalle-May Road.

**EXPLANATION OF EXCEPTIONS – June 3, 2004**

The consultant has designed a preliminary conventional diamond interchange. Using the recommended minimum 1,250' distance from the structure to the gore nose [Section 37-3.02(d) of the BDE manual], it was found that there were some impacts for Ramp D. The proposed right of way would cut through the Menard's lumber storage shed and a city retention pond/pump station. The extra land acquisition for this one quadrant would be approximately $130,000 plus costs for relocating both the Menard's shed and the pump station (approximately $300,000 for both parcels) for a total cost of approximately $430,000. The existing distance is 1,010' and if the exception is granted, the Ramp D distance would be approximately 1,045'. In the four year study period from 1998 to 2001, there were four crashes (with one injury) on eastbound I-80 adjacent to Ramp D. Two crashes were property damage only. Of the four crashes, two were sideswipes, one involved striking a fixed object, and one was a vehicle striking an other object.

The district requests approval of the 1,045' Ramp D distance from the structure to the gore nose design exception.

**Mr. Niedernhofer of the BDE concurred on the exception.**

**EXPLANATION OF EXCEPTIONS – April 14, 2005**

The proposed Ramp C angle of intersection = 70 degrees (BDE policy = 60 degrees). The existing ramps are 70 degrees and it was previously discussed and concurred to use this minimum angle for this ramp as part of

project scope.

The proposed intersection approach grade of 2.44 percent on Illinois 251 (near Ramps C and D) exceeds the 2 percent maximum per policy. This avoids having to purchase some additional right-of-way from Red Lobster and Menards and also causes the staging to be constructed without building up the existing pavement between 1' and 2'. The exception will reduce the construction costs by approximately $200,000.

**The south end of Illinois 251 warrants six lanes in 2008. For the design year of 2028, the DHV climbs to 3,025 on the south end of the project. It is proposed to build four lanes at this time.**

The district requests approval for these exceptions and processing as a Group 2 categorical exclusion.

**The FHWA and Mr. Paul Niedernhofer, BDE, concurred on the exceptions.**

**EXPLANATION OF EXCEPTIONS – September 7, 2005**

See design exception request form for guardrail runout length in the northwest quadrant.

**The FHWA and Mr. Niedernhofer, BDE, concurred on the exception. The FHWA noted that his concurrence is contingent on the guardrail being designed in Phase II to run down the westbound entrance ramp in conformance with the design policy in affect at that time.**

**ENVIRONMENTAL ACTIONS DESIRED**

| | |
|---|---|
| **NATIONWIDE 404 PERMITS** | N/A |
| **ENVIRONMENTAL SURVEY REQUEST** | Submitted 5/10/04<br>Cultural Clearance 9/3/04<br>SHPO Clearance 9/3/04<br>Biological Clearance 8/30/04<br>Wetland Impact Evaluation – Submitted – **4/6/05 – Reviewed 4/17/05**<br>Air Quality – **4/10/05 – COSIM Passed**<br>Noise Analysis – **2/18/05 – Noise barrier wall not recommended.** |
| **SPECIAL WASTE ASSESSMENT** | Submitted – **5/10/04**<br>PESA Review – High Risk – **10/1/04**<br>PESA Response - **3/28/05** |
| **CATEGORICAL EXCLUSION** | Group II – **4/14/05** |

**ADDITIONAL RIGHT OF WAY CLEARED** – 9.6 Acres of Right of Way; 2.0 Acres of Temporary Easement
**Approximately four acres of right of way is needed from 14 property owners.**

**AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED** Bureau of Bridges & Structures
City of Peru

**ATTACHMENTS** LOCATION MAP

Illinois Department of Transportation

**Design Exception Request**
**Project Identification**

| | | |
|---|---|---|
| Route: FAI 80 | Street: | Marked:I-80 |
| Contract #. | State Job #.P-93-054-02 | Section.(50-2)HBK & I-3 |
| County: LaSalle | Municipality: Peru | |
| Local Agency: | LRS Section #: | |
| Permit Applicant: | Permit #: | |
| Project Limits: 1.12 Miles on I-80; 0.61 Mile on Illinois 251; 0.18 Mile on May Road; 0.15 Mile on LaSalle Road | | |
| Project Length: 0.61 Mile on IL 251 | FHWA Oversight?: ☒ Yes ☐ No | |
| Estimate of Cost: $18,000,000 | Functional Classification: Urban Interstate | |
| Design Year: 2028 | Design Traffic. ADT 52700 DHV 5018 | Current Posted Speed. 65 mph |
| On the NHS System? ☒ Yes ☐ | Structure Numbers: 050-0077 & 050-0078 | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of the I-80/Illinois Route 251 interchange; the reconstruction of the LaSalle/May Road intersection; and the removal and replacement of the two structure which carry Illinois 251 traffic over I-80 | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I ☐ Level II ☒ | |
| Design Element for Which an Exception Is Requested. Intersection approach grade near a ramp. | |
| Design Element Policy Value: In paragraph number 5 of the BDE manual - Section 37-5.01 – 2% is the | |
| Proposed Design Element Value: The south leg of the vertical curve is currently designed using 2.44%. | |
| Location(s) of Exception. The south ramps (otherwise known as the eastbound ramps). | |
| Accident History and Potential of Exception Location(s): This area is a high accident location. From 1998 to 2001, there were 32 accidents in this area. Rear-end collisions had the most with 13 crashes, followed by turning movements with nine, fixed objects and angle type of crashes had four each, and there were two sideswipe crashes. | |
| Cost of Using Policy Value: $200,000 | Cost of Using Proposed Exception Value: $0 |
| Impacts Other Than Cost, of Using Policy Value: The policy value of 2% would cause additional right-of-way to be purchased from Red Lobster and Menard's. It would also cause an increase of one to two feet in the profile near these ramps which amounts to approximately 4,300 tons of temporary asphalt during the stages of construction. | |
| Proposed Mitigation To Address Exception: None | |
| Geometric Compatibility with Adjacent Sections: Yes. The other side of the vertical curve is at 2.52%. The ramps on that side are below 2% near the ramp intersections due to the fact that the intersections are much closer to the top of the vertical curve. | |
| Potential Effects On Other Design Elements. None | |
| Potential Impacts On Mobility or Traffic Operations. None | |
| Summary of Justification for Exception: The existing vertical curve in this area is at 3% on both sides, so the proposed design is an improvement over the existing design. To acquire additional right-of-way at Menard's and Red Lobster and the additional profile raise during staging all adds to the total project cost. | |
| Coordination Meeting Date. 4/14/2005 | |
| Prepared By: D. Lukkari | Date: 4/12/2005 |

## PAVEMENT/RESURFACING EXCEPTIONS

| | | | |
|---|---|---|---|
| New Pavement ☐ Pavement Widening ☐ Resurfacing ☐ | | | |
| Design Period/Expected Service Life: | | Design Year: | |
| Structural Design Traffic: | %PV: | %SU: | %MU: |
| Design Element Policy Value: | | Proposed Design Element Value: | |
| Location(s) of Exception: | | | |
| Cost of Using Policy Value: | | Cost of Using Proposed Exception Value: | |
| Summary of Justification: | | | |
| Prepared By: | | Date: | |

## APPROVAL/DISAPPROVAL

| | |
|---|---|
| BDE Approval Date: 4/14/05 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: 4/14/05 | FHWA Disapproval Date: |

BDE 2600 (Rev. 2/05)
DF-824-010

Illinois Department of Transportation

**Design Exception Request**
**Project Identification**

| | | |
|---|---|---|
| Route: FAI 80 | Street: | Marked:I-80 |
| Contract #: | State Job #:P-93-054-02 | Section.(50-2)HBK & I-3 |
| County: LaSalle | Municipality: Peru | |
| Local Agency: | LRS Section #: | |
| Permit Applicant: | Permit #: | |
| Project Limits: 1.12 Miles on I-80; 0.61 Mile on Illinois 251; 0.18 Mile on May Road; 0.15 Mile on LaSalle Road | | |
| Project Length: 0.61 Mile on Illinois 251 | FHWA Oversight?: ☒ Yes ☐ No | |
| Estimate of Cost. $18,000,000 | Functional Classification. Urban Interstate | |
| Design Year: 2028 | Design Traffic. ADT 52700 DHV 5018 | Current Posted Speed: 65 mph |
| On the NHS System? ☒ Yes ☐ | Structure Numbers. 050-0077 & 050-0078 | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of the I-80/Illinois 251 interchange; the reconstruction of the LaSalle/May Road intersection; and the removal and replacement of the two structure which carry Illinois 251 traffic over I-80 | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I ☒ Level II ☐ | |
| Design Element for Which an Exception Is Requested. Warrants for six lanes on Illinois Route 251. | |
| Design Element Policy Value: Four lanes are warranted when the two-way DHV is between 1,250 and 2,050. When the two-way DHV is from 2,050 to 2,900, six lanes are warranted per Figure 48-6A of the BDE manual. | |
| Proposed Design Element Value: It is proposed to maintain four lanes for Illinois 251. | |
| Location(s) of Exception: For design year 2028, the two-way DHV is 3025 for the area of Illinois – south of the westbound ramps. | |
| Accident History and Potential of Exception Location(s): The project limits of Illinois 251 had 77 crashes during 1998 to 2001 resulting in 52 injuries. There were also two HAL locations: the intersection of Illinois 251/May Road and the intersection of Illinois 251/eastbound ramps. There were no wet weather clusters within the project limits. The largest crash types in this area were: rear end crashes 35%, turning movement crashes 30%, angle type crashes 20%, sideswipes 8%, and fixed objects off the road 6.5%. | |
| Cost of Using Policy Value: $1,000,000 | Cost of Using Proposed Exception Value. $0 |
| Impacts Other Than Cost, of Using Policy Value: If the district were to propose six lanes: Additional right-of-way would be required from many businesses along Illinois 251 and the structures carrying Illinois 251 over I-80 would have to be much wider and possibly higher. | |
| Proposed Mitigation To Address Exception. None | |
| Geometric Compatibility with Adjacent Sections: Yes Illinois 251 widens to four lanes at the north limits of this project and extends (four lanes wide) southerly all the way to Route 6. This project would maintain the geometric width of this section. | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: None | |
| Summary of Justification for Exception: The district has run the capacity analysis for the 20 year design period. The level of service during the later years does drop down to LOS D. The existing LOS is mostly B/C. There are currently no plans, studies or funding programmed for add-lanes in this area. | |
| Coordination Meeting Date: 4/14/2005 | |
| Prepared By: D. Lukkari | Date: 4/14/2005 |

## PAVEMENT/RESURFACING EXCEPTIONS

| | | | |
|---|---|---|---|
| New Pavement ☐ Pavement Widening ☐ Resurfacing ☐ | | | |
| Design Period/Expected Service Life: | | Design Year: | |
| Structural Design Traffic: | %PV: | %SU: | %MU: |
| Design Element Policy Value: | | Proposed Design Element Value: | |
| Location(s) of Exception: | | | |
| Cost of Using Policy Value: | | Cost of Using Proposed Exception Value: | |
| Summary of Justification: | | | |
| Prepared By: 4/14/05 | | Date: | |

## APPROVAL/DISAPPROVAL

| | |
|---|---|
| BDE Approval Date: 4/14/05 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |

BDE 2600 (Rev 2/05)
DF-824-010

Illinois Department of Transportation

**Design Exception Request**
**Project Identification**

| | | |
|---|---|---|
| Route: FAI 80 | Street: | Marked: I-80 |
| Contract #: | State Job #: P-93-054-02 | Section: (50-2)HBK & I-3 |
| County: LaSalle | Municipality: Peru | |
| Local Agency: | LRS Section #: | |
| Permit Applicant: | Permit #: | |
| Project Limits: 1.12 miles on I-80, 0.61 mile on IL 251; 0.18 mile on May Road; 0.15 mile on LaSalle Road | | |
| Project Length: 0.61 mile on IL 251 | FHWA Oversight?: ☒ Yes ☐ No | |
| Estimate of Cost: $18,000,000 | Functional Classification: Urban Interstate | |
| Design Year: 2028 | Design Traffic: ADT 52700 DHV 5018 | Current Posted Speed: 65 mph |
| On the NHS System? ☒ Yes ☐ | Structure Numbers: 050-0077 & 050-0078 | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of the I-80/IL 251 interchange; the reconstruction of the LaSalle/May Road intersection; and the removal and replacement of the two structures which carry IL 251 traffic over I-80 | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I ☐ Level II ☒ | |
| Design Element for Which an Exception Is Requested: Guardrail runout length for the ramp in the northwest | |
| Design Element Policy Value: Figure 38-6C in the BDE manual. For 45 mph and over 6000 ADT, the runout length is 260'. Using Figure 38-6D, calculates a runout value of 225'. This would be the minimum runout length. | |
| Proposed Design Element Value: There is approximately 140' from the north side of the bridge to the south edge of the proposed westbound ramp terminal. | |
| Location(s) of Exception: The northwest quadrant of the project (near the westbound entrance ramp). | |
| Accident History and Potential of Exception Location(s): In the four year study period from 1998 to 2001, there were 15 accidents near the intersection of the westbound ramps and IL 251. Of these, seven were turning movement crashes, four were rear end collisions, and four were of the angle type of crash. It should be noted that the proposed ramp terminals are being moved approximately 450' closer to the bridge over I-80. | |
| Cost of Using Policy Value: $50,000+ | Cost of Using Proposed Exception Value: $0 |
| Impacts Other Than Cost, of Using Policy Value: The option of moving the westbound ramps to the north negates the main goal of the project – increasing the distance from the ramp terminals to the intersection of LaSalle/May Roads. | |
| Proposed Mitigation To Address Exception: None | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: None | |
| Summary of Justification for Exception: The guardrail runout length cannot be achieved with the proposed ramp terminal being so close to the new structure, so BDE Procedure Memorandum 36-03 was followed. It was determined that the best solution is to use short radius guardrail with weakened posts (NCHRP 230 Design) - wrapping around the westbound entrance ramp. | |
| Coordination Meeting Date: Special coordination by e-mail 9/07/2005 | |
| Prepared By: D. Lukkari | Date: 8/23/2005 |

## PAVEMENT/RESURFACING EXCEPTIONS

| | | | |
|---|---|---|---|
| New Pavement ☐ Pavement Widening ☐ Resurfacing ☐ | | | |
| Design Period/Expected Service Life: | | Design Year: | |
| Structural Design Traffic: | %PV: | %SU: | %MU: |
| Design Element Policy Value: | | Proposed Design Element Value: | |
| Location(s) of Exception: | | | |
| Cost of Using Policy Value: | | Cost of Using Proposed Exception Value: | |
| Summary of Justification: | | | |
| Prepared By: | | Date: | |

## APPROVAL/DISAPPROVAL

| | |
|---|---|
| BDE Approval Date: 9/08/2005 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: 9/08/2005 | FHWA Disapproval Date: |

BDE 2600 (Rev 2/05)
DF-824-010

Illinois Department of Transportation

# DESIGN CRITERIA CHECKLIST

## 1. Application

The designer can use the Level One and Level Two Design Criteria Checklists to summarize compliance with design criteria and assist in the documentation of the adherence of the proposed project design to the design criteria. These checklists become a part of the permanent project file.

## 2. Level One Design Exceptions

A Level One design exception involves one of the controlling design criteria. Check the appropriate boxes on the "Level One Design Criteria Checklist" (p. 3). The determination of whether or not the proposed project design meets the IDOT controlling design criteria is dependent upon the project scope of work. If, for example, a 3R non-freeway project is under design, Chapter 49 will apply. For any Level One element which does not meet IDOT design criteria, the designer should prepare a statement for use at monthly coordination meetings which:

- identifies the design element,
- identifies IDOT design criteria,
- discusses the proposed design, and
- provides justification for the design exception.

The written summary of the discussion at the coordination meeting will document the justification for a design exception. Include the minutes of the meeting describing the project in the Phase I engineering report.

## 3. Level Two Design Exceptions

A Level Two design exception does not involve one of the controlling design criteria. Check the appropriate boxes on pp. 4-10 of the "Design Criteria Checklist." The determination of whether or not the proposed project design meets IDOT design criteria is dependent upon the project scope of work. If, for example, a 3R non-freeway project is under design, Chapter 49 will apply. For any Level Two element which does not meet IDOT design criteria, the designer should prepare a statement similar to that for a Level One exception.

It should be noted that Level Two design exceptions may not require as much justification to receive concurrence of the exception. The written summary of the discussion at the coordination meeting will document the justification for a design exception.

## 4. Project Identification

| | |
|---|---|
| Federal Project No.: | |
| Marked Route No.: | Interchange at I-80 & Illinois Route 251 |
| Functional Classification: | I-80 (Urban Interstate), Illinois Route 251 [Minor Arterial (Urban)] |
| Highway Type: | I-80 (4-Lane Freeway) |
| | Illinois Route 251 (TWS-4) |
| Project Location: | At the interchange of I-80 and Illinois Route 251 north of |
| | Peru, Illinois. |
| County/City: | LaSalle County / City of Peru |
| Project Length: | I-80 (1.12 miles), Illinois Route 251 (0.61 miles) |

5. **Project Scope of Work**

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

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

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

c. Provide a brief project description:

Reconstruct IL. Rte. 251 from 0.35 miles north of I-80 to 0.26 miles south of I-80 including all ramps.

Reconstruct May Road from 0.18 miles west of Illinois Route 251 to Illinois Route 251.

Reconstruct LaSalle Road from Illinois Route 251 to 0.15 miles east.

Resurface I-80 from 0.49 miles west of IL. Rte. 251 to 0.63 miles east of IL. Rte. 251.

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

6. **Evaluating Exceptions**

When evaluating exceptions to design criteria, the primary considerations are:

- safety,
- capacity,
- compatibility with adjacent sections,
- time to construction of ultimate improvement, and
- construction costs.

7. **District Coordination Meetings**

Has project been discussed at district coordination meetings? ☒ Yes ☐ No

Dates: 10-18-2002, 06-03-2004, and 04-14-2005 and 9-7-05

Date: January 31, 2006



## Level One Design Criteria Checklist

Route: I-80 or IL 251 Section: (50-2)HBK & I-3 County: LaSalle

| Design Criteria for Mainline Only (Provide numerical value for project, where indicated.) | Does the proposed design meet IDOT criteria? Yes | No* | N/A |
|---|---|---|---|
| 1. Design Speed: ____ mph (km/h) | | | |
| I-80 70 mph (BDE Figure 44-5A) | Yes | | |
| IL. Rte. 251 45 mph (BDE Figure 48-6A) | Yes | | |
| LaSalle Road 45 mph (BDE Figure 48-6A) | Yes | | |
| May Road 45 mph (BDE Figure 48-6A) | Yes | | |
| Ramps 50 mph (BDE Figure 37-4E) | Yes | | |
| 2. Lane Widths: _____ feet (meters) | | | |
| I-80 2-3 Lanes @ 12 feet | Yes | | |
| IL. Rte. 251 2-2 Lanes @ 14 and 12 feet | Yes | | |
| LaSalle Rd. 2 Lanes @ 14 feet | Yes | | |
| May Rd. 2 Lanes @ 14 Feet | Yes | | |
| 3. Through Travel Lane Cross-Slopes in Percent (%): | | | |
| I-80 Lane 1 2.00 % | Yes | | |
| Lane 2 1.50 % | Yes | | |
| Lane 3 1.50 % | Yes | | |
| IL. Rte. 251 Lane 1 ¼ in/ft | Yes | | |
| Lane 2 $^{3}/_{16}$ in/ft | Yes | | |
| LaSalle Rd. Lane 1 ¼ in/ft | Yes | | |
| May Rd. Lane 1 ¼ in/ft | Yes | | |
| 4. Shoulder Widths: | | | |
| I-80 12 feet (inside) | Yes | | |
| 12 feet (outside) | Yes | | |
| IL. Rte. 251 (CCC&G) | | | N/A |
| LaSalle Rd. (CCC&G) | | | N/A |
| May Rd. (CCC&G) | | | N/A |
| 5. Horizontal Curvature (Minimum Radius for selected design speed). | Yes | | |
| I-80 (2050 feet)(BDE Fig. 32-2E) | | | |
| IL. Rte. 251 (735 feet)(BDE Fig.32-2F) | | | |
| LaSalle Rd. (735 feet)(BDE Fig.32-2F) | | | |
| May Road (735 feet)(BDE Fig.32-2F) | | | |
| Ramps (735 feet)(BDE Fig.32-2F) | | | |
| 6. Superelevation Rates | Yes | | |
| I-80 ($e_{max}$ = 6 %)(BDE Fig. 32-3A) | | | |
| IL. Rte. 251 ($e_{max}$ = 4 %)(BDE Fig. 32-3A) | | | |
| LaSalle Rd. ($e_{max}$ = 4 %)(BDE Fig. 32-3A) | | | |
| May Rd ($e_{max}$ = 4 %)(BDE Fig. 32-3A) | | | |
| Ramps ($e_{max}$ = 6 %)(BDE Fig. 32-3A) | | | |
| 7. Stopping Sight Distance at Crest Vertical Curves (Level SSD for Passenger Cars) | Yes | | |

Date: January 31, 2006



| Design Criteria for Mainline Only (Provide numerical value for project, where indicated.) | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|
| | Yes | No* | N/A |
| 8. Stopping Sight Distance at Sag Vertical Curves (Level SSD for Passenger Cars) | Yes | | |
| 9. Stopping Sight Distance on Inside of Horizontal Curves (Level SSD for Passenger Cars) | Yes | | |
| 10. Clear Roadway Bridge Widths: 88 feet (meters) | Yes | | |
| 11. Structural Capacity of Bridges: HS-20 | Yes | | |
| 12. Vertical Clearances: 16 feet 6 inches | Yes | | |
| 13. Maximum Grades: | | | |
| I-80 2.16% | Yes | | |
| IL. Rte. 251 2.52% | | At RampsC/D | |
| LaSalle Rd. 0.88% | Yes | | |
| May Rd. 0.61% | Yes | | |
| Ramps 3.16% | Yes | | |
| 14. Accessibility Criteria for Disabled Persons | | | N/A |
| | | | |

* Justification for any design exceptions must be discussed at monthly coordination meetings held in each district and must be documented in the Phase I report.

Note: Numbers 1, 2, 3, and 4 apply throughout the project. The remaining criteria (e.g., superelevation rates) apply to specific sites within the project limits.

Date: January 31, 2006



## Level Two Design Criteria Checklist

Route: IL Route 251 Section: (50-2)HBK & I-3 County: LaSalle

| Design Criteria | | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|---|
| | | Yes | No* | N/A |
| 1. Basic Design Controls | | | | |
| a. Level of Service (mainline) | | Yes | | |
| b. SSD application at horizontal curves (downgrade adjusted SSD used) | Horz. | Yes | | |
| c. SSD application for vertical curves (downgrade adjusted SSD used) | Vert. | Yes | | |
| d. Truck SSD (level) (at specific sites) | | Yes | | |
| 2. Horizontal Alignment (Mainline) | | | | |
| a. Traveled way widening | | Yes | | |
| b. Superelevation transition lengths | | Yes | | |
| c. Superelevation distribution between tangent and curve | | Yes | | |
| d. "Breakover" of outside shoulder on superelevated curves | | Yes | | |
| e. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E. | | Yes | | |
| f. Superelevation development at reverse curves | | | | N/A |
| g. Is superelevation transition length located off of bridges and bridge approach pavements? | | Yes | | |

*See Section 31-8 of *BDE Manual*

| Design Criteria | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|
| | Yes | No* | N/A |
| 3. Vertical Alignment (Mainline) | | | |
| a. Minimum grades considering drainage | Yes | | |
| b. Critical length of grade | Yes | | |
| c. Warrants for truck-climbing lanes<br>Auxiliary Lane (Ramp D) | Yes | | |
| d. Design criteria for truck-climbing lanes (e.g , lane width and shoulder width)<br>Auxiliary Lane (Ramp D) | Yes | | |
| e. Minimum length of vertical curves for selected design speed | Yes | | |
| f. Maximum length of vertical curves (drainage of curbed facilities and bridges) | Yes | | |
| 4. Cross Section Elements (Mainline) | | | |
| a. Design of parking lanes:<br>• Cross-slope ____%<br>• Width _____feet (meters)<br>• | | | N/A |
| b. Design of sidewalks:<br>• Cross-slope _____%<br>• Width _____feet (meters)<br>• Longitudinal slopes _____%<br>• | | | N/A |
| c. Type of curb and gutter used on median: (B-6.24) | Yes | | |

*See Section 31-8 of *BDE Manual*

| Design Criteria | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|
| | Yes | No* | N/A |
| d. Drainage of raised curb medians: (BDE Fig. 34-3B)<br>• Direction of flow of median surface or pavement<br>Sta. 29+56.28 to 37+92.00 40 ft. to 22 ft.<br>Median – towards CL of median.<br>CCC&G –towards face of gutter.<br>Sta. 37+92.00 to 45+87.02 22 ft. to 34 ft.<br>Median – towards CL of median.<br>CCC&G –towards face of gutter.<br>Sta 45+87.02 to 54+41.86 10 ft. to 22 ft.<br>Median – towards CCC&G.<br>CCC&G –towards face of gutter.<br>Sta 54+41.86 to 62+23.58 34 ft. to 40 ft.<br>Median – towards CL of median.<br>CCC&G –towards face of gutter.<br>• Direction of cross-slope on gutter 0.06 %<br>Toward face of gutter. | Where median > 22' the curb is sloped towards the face of gutter. This is necessary to control drainage from turn lanes. Inlets will be installed along the median<br>Yes | | |
| e. Type of curb and gutter used along outside edges of pavement B-6.24 | Yes | | |
| f. TWLTL width:<br>• Flush type 12 feet<br>• Traversable type ___ feet (meters) | Yes | | |
| g. Median widths:<br>• Urban (IL. Rte 251)<br>Sta. 29+56.28 to 37+92.00 40 ft. to 22 ft.<br>Sta. 37+92.00 to 45+87.02 22 ft. to 34 ft.<br>Sta 45+87.02 to 54+41.86 10 ft. to 22 ft.<br>Sta 54+41.86 to 62+23.58 34 ft. to 40 ft.<br>• Suburban _____ feet (meters)<br>• Rural _____ feet (meters) | Yes | | |
| h. Shoulder cross slopes 4.0 % along I-80 | Yes | | |
| i. Fill slopes: 1:4 (V:H) (BDE Fig. 34-4B) | Yes | | |
| j. Outside roadway ditch:<br>• ForeSlope 4:1 • Depth Variable<br>• BackSlope 4:1 • Standard 3 feet<br>• Widths 4 feet<br>Median ditch:<br>• Widths _____ • Slopes _____<br>• Depth _____ | Yes | | |
| k. Cross-section transitions into bridges/ underpasses | | | |

*See Section 31-8 of *BDE Manual*

| Design Criteria | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|
| | Yes | No* | N/A |
| l. Use of mountable curbs (V > 45 mph (70 km/h)) | | | N/A |
| m. Cross-section transition details (e.g., four-lane to two-lane) | | | N/A |
| n. Design of frontage roads:<br>• Des. speed _____ • Pvmt. width _____<br>• Shld. width _____ • Cross-slopes ____<br>• Super. rate _____ • Ditch slopes _____ | | | N/A |
| 5. Roadside Safety | | | |
| a. Horizontal clearances:<br>• Clear zones on tangent sections<br>• Clear zones on outside of horizontal curves | <br>Yes<br>Yes | | |
| b. Barrier warrants<br>I-80 Median – For six lane section.<br>Illinois Route 251<br>N.W. Quadrant of Bridge Over I-80<br>S.E. Quadrant of Bridge Over I-80 | <br>Yes<br><br>Yes<br>Yes | | |
| c. Barrier length of need<br>Illinois Route 251<br>N.W. Quadrant of Bridge (Approved 9/07/2005)<br>S.E. Quadrant of Bridge Over I-80 | <br><br><br>Yes | <br><br>No | |
| d. Deceleration criteria for impact attenuators | | | N/A |

*See Section 31-8 of *BDE Manual*

| Design Criteria | | Does the proposed design meet IDOT criteria? Yes | No* | N/A |
|---|---|---|---|---|
| 6. Intersections | | | | |
| a. Accommodation of design vehicle (Identify Vehicle) WB-65 | | Yes | | |
| b. Level of service: At LaSalle/May Road • Through Lanes C • Turn Lanes Varies A - C | | Yes | | |
| c. Skew angle | | Yes | | |
| d. Profiles [BDE Section 36-1.06(a)1.] May Road 1.31% (Policy 1% Min.) LaSalle Road 1.00% (Policy 1% Min.) | | Yes | | |
| e. Volume guidelines for turn-lanes: • Right-turns • Left turns | | Yes | | |
| f. Design of right-turn lanes | | Yes | | |
| Design of left-turn lanes | | Yes | | |
| g. Turn-lane tapers | Approach Taper | Yes | | |
| | Departure Taper | Yes | | |
| | Bay Taper | Yes | | |
| h. Turning roadway widths | | Yes | | |
| i. Turn-lane lengths | Deceleration (Rural) | Yes | | |
| | Storage (Urban) | Yes | | |
| j. Intersection sight distance: List criteria and type: Signals | | Yes | | N/A |
| k. Median opening length: | | | | |
| l. Minimum corner island size: 100 SQ. FT. | | Yes | | |
| m. Does right-turn radius accommodate design vehicle without encroachment? | | Yes | | |
| n. Driveway widths | | Yes | | |

*See Section 31-8 of *BDE Manual*

Date: September 8, 2005



| Design Criteria | | Does the proposed design meet IDOT criteria? Yes | No* | N/A |
|---|---|---|---|---|
| o. Type of traffic control:<br>• Two-way stop<br>• All-way stop<br>• Traffic signals | | Yes | | |
| p. Is maximum grade exceeded on any approach?<br>LaSalle/May Road – Approach Gradient < 3%<br>BDE Section 36-1.06(a)1. | | Yes | | |
| q. Max "e" for intersections on curve | | | | N/A |
| 7. Interchanges | | | | |
| a. Exit Terminal | Standard Type | Yes | | |
| | Design speed of first curve | Yes | | |
| | Are any exit terminals located on mainline horizontal curve? No | Yes | | |
| b. Entrance Terminal | Standard Type<br>I-80 Westbound<br>I-80 Eastbound | Yes<br>Entrance Ramp Terminal With Auxiliary Lane | | |
| | Length of tangent after the entering curve | Yes | | |
| | Design speed of entering curve | Yes | | |
| c. Design speed of ramp proper:<br>40 & 50 mph | | Yes | | |
| d. Design speed of crossroad:<br>45 mph | | Yes | | |
| e. Maximum ramp grades:<br>• Exit ramp 3.16 %<br>• Entrance ramp 1.57 % | | | | |
| f. Ramp pavement width<br>Ramp A varies 24 to 16 feet<br>Ramp B varies 16 to 36 feet<br>Ramp C varies 16 to 24 feet<br>Ramps D 16 feet | | Yes | | |

*See Section 31-8 of *BDE Manual*

| Design Criteria | | Does the proposed design meet IDOT criteria? | | |
|---|---|---|---|---|
| | | Yes | No* | N/A |
| g. Ramp shoulder widths:<br>Ramp A<br>• Left 6 ft (4 ft paved & 2 ft aggregate)<br>• Right varies 10 ft. to 8 ft.<br>Ramps B, C, & D.<br>• Left 6 ft (4 ft paved & 2 ft aggregate)<br>• Right 8 ft. (6 ft. paved & 2 ft. aggregate) | | Yes | | |
| h. Horizontal ramp curvature in conjunction with selected design speeds | | Yes | | |
| i. Superelevation development on ramps | Superelevation Rate | Yes | | |
| | Transition Length | Yes | | |
| | Distribution Between Tangent & Curve | Yes | | |
| j. Vertical curvature compliance with selected design speed on ramp | | Yes | | |
| k. Length of access control at crossroad | | Yes | | |
| l. Type of traffic control at crossroad:<br>• Stop signs<br>• Traffic signals<br>• Free flow | | Yes | | |
| m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad? | | Yes | | |
| n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%? (Appr. 4/14/2005)<br>The intersection approach grades on IL. Rte. 251 exceed 2% max. per. policy at Ramps C/D. | | | No | |
| o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment? | | Yes | | |
| p. Is decision sight distance available in advance of exit gore? | | Yes | | |
| q. Is clear recovery area available beyond gore nose? | | Yes | | |

*See Section 31-8 of *BDE Manual*

| Design Criteria | | | Does the proposed design meet IDOT criteria? Yes | No* | N/A |
|---|---|---|---|---|---|
| r. Level of service:<br>• Exit terminal Ramps B & C – los C<br>• Entrance terminal<br>Ramp A – los C<br>Ramp D - los B<br>• Ramp proper _____<br>• Weaving area _____<br>• Ramp/crossroad intersection<br>At Ramps A & B<br>Through Lanes N.B. - los A S.B. - los C<br>Turn Lanes Varies los A - C<br>At Ramps C & D<br>Through Lanes N.B. - los D* S.B. - los B<br>Turn Lanes Varies los B – C<br>* Overall los is C for this intersection. | | | Yes<br>Yes<br>Yes<br>Yes<br>Yes<br>Yes<br>Yes | | |
| s. Freeway lane drops | Location Ramp D Auxiliary Lane | Upgrade 2.16% | Yes | | |
| | | Downgrade | | | N/A |
| | | Inside Lane | | | N/A |
| | | Outside Lane | Yes | | |
| | | At Exit Terminal | | | N/A |
| | | Beyond Exit Terminal | | | N/A |
| | Taper Length 550 ft | | Yes | | |

Prepared By: [signature]
Designer (~~IDOT or~~ Consultant)

*See Section 31-8 of *BDE Manual*

10-18-2005 Greg Mounts - District 2
Attn: Steve Andrews

# Illinois Department of Transportation

**Memorandum**

To: Michael L. Hine Attn: Environment Section

From: Gregory L. Mounts By: Steven B. Andrews

Subject: Hazardous Waste Waiver Request

Date: October 4, 2005

RECEIVED
OCT - 5 2005
ENVIRONMENT SECTION

FAI 80 (I-80)
Section (50-2)HBK & I-3
LaSalle County
IL 251 & I-80 Interchange & May Road/ LaSalle Road intersection
Job No. P-93-054-02
ISGS # 1535 Sequence # 12011

We are requesting approval to waive waiting for the results of further hazardous waste investigations prior to design approval per the BDE Manual, Chapter 27-2.06, Item #5. According to the PESA Review dated October 1, 2004, several areas were noted as potential hazardous waste sites. Following is a listing of those sites and the corresponding involvement. This project only involves leaking underground storage tank contamination and does not include the purchase of any of the underground storage tanks. No acquisition of the contaminated properties will occur until the PSI or RMP is complete.

| Site Location | Involvement |
|---|---|
| Site 790 -1 (Arby's – SW quad of IL 251 & May Road intersection). | Excavation for pavement construction & concrete curb and gutter. |
| Site 1535 – 2b, 2c (Arby's – SW quad of IL 251 & May Road intersection). | Excavation for storm sewer work, and mast arm foundations. |
| Site 1535 – 3a, 3b (Buying – SE quad of IL 251 & May Road intersection). | Excavation for pavement construction, concrete curb & gutter, signal foundations, storm sewer |
| Site 1535 - 4b, 4c (BP Gas Station – NE quad of IL 251 & LaSalle Road intersection | Excavation for pavement construction, concrete curb & gutter. (R.O.W. is required). |

Concur Michael L. Hine
Bureau Chief, Design & Environment

Date 10-5-05

Discuss

RFR:ct

Note: The following applies if PESA date is six months old or more: Our district office has re-evaluated the project area for new releases (LUST and CERCLIS list), and new land uses of potential concern. We have not discovered new sites within the project area.

Attention: Central Office BD&E
Environment Section
Room 330

# Environmental Survey Request

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

Submittal Date: 05/10/2004 Sequence No: 12011
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P-93-054-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: May Road, LaSalle Road Section: (50-2)HBK & I-3
Municipality(ies) Peru, LaSalle Project Length: 2.897 km 1.8 miles
FromTo (At): IL 251& I-80 interchange & May Rd/ LaSalle Rd intersection with IL 251, located North of Per
Quadrangle: Spring Valley / LaSalle Township-Range-Section: (T33N, R1E, Section 5,4) & (T34N,R1E, Sec.32, 33)

Anticipated Design Approval: 10/01/2004

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

☑ Acquisition of additional ROW or easement 3.88497615 ha/ 9.6 acres
☐ In-Stream Work Stream Name:
☑ Other: Approximately 2.0 acres of temporary easement, one building will be removed, excavation for interchange reconstruction, and tree removal

**C. Project Description:** IL 252 & I-80 interchange reconstruction including removal and replacement of S.N. 050-0077 & 050-0078. and reconstruction of the IL 251 & May Road/ LaSalle Road intersection, building removal, and tree removal.

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

**D.** Tree Removal?: Yes Number?: 818 ha/ acres

| | | | |
|---|---|---|---|
| Existing Bridge(s) Structure Number: | 050-0077 | On Historic Bridge List: | No |
| Existing Bridge(s) Structure Number: | 050-0078 | On Historic Bridge List: | No |

Historic District Involved? No Historic Buildings Involved? No
Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No

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

**F.**

| | | | |
|---|---|---|---|
| Contact Person: | Connie Lindenmier | Local Contact Person: | |
| Telephone #: | (815) 434-8434 ext. | Telephone #: | |
| Env.Contact: | same as above | E-Mail: | |
| Telephone #: | | Title/Company: | |

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

## Special Waste

Sequence No: 12011

Special Waste Submittal Date: 05/10/2004

Cleared for Design: | Cleared for Letting: | Date of Preliminary Report:

### Screening Criteria

☑ Acquisition of additional ROW or easement

No — Railroad ROW (except single rail rural, with no maintenance facilities, evidence or open dumping or record of spills in the project area)

Yes — Building Demolition/Modification

Yes — SubSurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

Yes — Any known hazardous or non-hazardous waste sites in vicinity (CERCLIS [1.0 mile], LUST [1000'], UST and RCRA facilities [property itself])

Description: Seven LUST Incidents: (Gem Oil Phillips 66 - IEMA #870492), (Amoco Oil Co. #18556 - #912769), (Arneson Oil Co. - #952588), (Dennis Kaszinski - #960736), (Etna Oil Co - #980349), (Etna Oil Co , - #20030486), (Etna Oil co. - #20030813).

Urban — Land Use History and Development Setting

No — Entirely Agricultural/Residential or with some recently developed commerically benign uses(see list of potentially non benign commercial uses)

### State Highest Level of Development

| | | |
|---|---|---|
| Other | Current Land Uses | Commercial / Agricultural |
| Other | Previous Land Uses | Commercial / Agricultural |
| Other | Adjacent Land Uses | Commercial / Agricultural / Residential |

Records Review: In-House

☐ Old Plat Books ☐ Soil Survey ☐ Old Aerial Photos ☐ Old Survey Books ☑ Other Dist. Files Photos

Other Sources

☐ City Directories ☐ County Assessor ☐ Fire Dept. ☐ Sanborn Maps ☐ Other

Take Photos of sites or attach sketch. If land use is and was always entirely Agriculture/Residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

### Visual Inspection

Inspection Date: 03/28/2004

#### Step 1

Don't Know — UndergroundTanks

Building or building materials containing regulated substances other than asbestos:

| Buildings | Batteries | Solvents | Foundry Sands | Transformers or Other Oil-filled Electrical Equipment | Paint | Lead |
|---|---|---|---|---|---|---|
| No | No | No | No | No | No | No |

#### Step 2

| Surface Tanks | Sumps | Ponds | Drums | Basins | Landfills |
|---|---|---|---|---|---|
| No | No | Yes | No | No | No |

| | |
|---|---|
| No | Transformers (except pole mounted with no discernable evidence of soil staining) |
| No | RR Signal Boxes (except those with no discernable soil staining) |
| No | Other (storage structures/pipelines [except water and natural gas]) |

#### Step 3

| Surface Staining | Oil Sheen | Odors | Vegetation Damage | Other (spills, leaks, illegal dumping, etc.) |
|---|---|---|---|---|
| No | No | No | No | No |

If entirely Agriculture/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step 2, Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

☐ District Sign Off of Special Waste Screen

Conducted By: Roger F. Rynke | Position: Environment Technician | Telephone: (815) 434-8569

Sequence No: 12011

| | | | |
|---|---|---|---|
| Memo Date: | 05/10/2004 | Memo By: | Roger F. Rynke |
| Memo: | The proposed project consists of the reconstruction of the Interstate Route 80 and Illinois Route 251 interchange including the LaSalle Road / May Road intersection, located at the North end of Peru.<br><br>Excavation will be required for the reconstruction of the existing IL 251 & I-80 interchange including existing ramps. and the removal and replacement of S N. 050-0077 & 050-0078 carrying Illinois Route 251 over Interstate 80. The existing LaSalle Road/ May Road intersection located North of the interchange will be reconstructed. (see enclosed aerial photography and plan sheet exhibits). The estimate of proposed right of way required is 9 6 acres, and the estimate of proposed temporary easement required is 2 0 acres, (see enclosed aerial photography and plan sheet exhibits).<br><br>One building will be removed, located in the Northeast quadrant of IL 251 and May Road/ LaSalle Road intersection, (see enclosed photographs). Approximately 818 trees will be removed and replaced, (697 trees between 6 to 15 inch diameter), and (121 trees over 15 inch diameter), (see enclosed photographs)<br><br>Reviewing the National Wetland Inventory Map (62D) revealed a (PEMCX) wetland located in the Southeast quadrant of the I-80 & IL 251 interchange, (see enclosed photographs)<br><br>Reviewing the LUST list revealed seven possible incident sites located within 1000 feet of the project area, (Gem Oil Phillips 66 - I-80 & Rt.51 - incident #870492), (Amoco Oil Co #18556 - 203 LaSalle Road - #912769), (Ameson Oil Co. - Rt.51 North - #952588), (Kaszinski, Dennis - Rt 251 & I-80 - #960736), (Etna Oil Co - Rt. 251 & I-80 - #980349), (Etna Oil Co. - I-80 & Rt. 2512 - #200330486), and (Etna Oil Co. - 202 LaSalle Road - #20030813), (see enclosed list). | | |

D4.3

# Illinois Department of Transportation

## Memorandum

To: John Kos Attn: Ted Fultz

From: Michael L. Hine

Subject: PESA Review

Date: October 1, 2004 *Michael L. Hine*

Refer to: I-80 (FAI 80), Section: (50-2)HBK & I-3
Job No. P-93-054-02
IL 251 & I-80 Interchange & May Rd./LaSalle Rd. Intersection w/IL 251
Removal & Replacement of S.N. 050-0077 & 050-0078
LaSalle County
ISGS # 1535 Sequence # 12011

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at six sites. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed the attached stipulations, then no additional preliminary testing for the project is necessary.

If the stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

*A Highway Authority Agreement (HAA # 473) was executed by IDOT on March 18, 2002 for the following site: BP gasoline station (Site 1535-4).*

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition
Scott Stitt
Central Bureau of Land Acquisition
District Utility Coordinator
Todd Hummert

s:\gen\wpdocs\mehra\phase1\district3\1535

# PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 05/10/2004 Sequence No: 12011
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-054-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: May Road, LaSalle Road Section: (50-2)HBK & I-3
Municipality(ies): Peru, LaSalle Project Length: 2.8968 km 1.8 miles
FromTo (At): IL 251& I-80 interchange & May Rd/ LaSalle Rd intersection with IL 251, located North of Peru
Quadrangle: Spring Valley / LaSalle Township-Range-Section: (T33N, R1E, Section 5,4) & (T34N,R1E, Sec.32, 33)
Anticipated Design Approval: 10/1/2004 Anticipated Letting Date:

**PESA Response:** PESA Number: 1535 Submittal Date: 03/28/2005

Action Taken by District:
- ☐ District will not need ROW from the contaminated property
- ☐ Avoid Site
- ☐ Excavation will not exceed recommended depths
- ☐ Further Investigation
- ☑ Other - Use Comments Section 03/28/2005

Comments: 1). Excavation WILL EXCEED the "No grading or excavation" area for pavement construction, concrete curb and gutter, within 50 feet of boring 790-1A, (Arby's - SW quad of IL 251 & May Road). 2). Excavation will not exceed the 6ft depth within 50 feet of boring 1535-2a. and excavation WILL EXCEED the 4ft depth for storm sewer within 50 feet of boring 1535-2b, and excavation WILL EXCEED the 6ft depth for mast arm foundation within 50 feet of boring 1535-2c, (Arby's - SW quad of IL 251 & May Road. Excavation will not exceed the 4ft depth within 50 feet of boring 1535-2d 3). Excavation WILL EXCEED the 2ft depth for signal foundations, pavement construction, and concrete curb and gutter within 50 feet of boring 1535-3a, (Buying - SE quad of IL 251 & LaSalle Road). Excavation WILL EXCEED the 4ft depth for storm sewer within 50 feet of boring 1535-3b. 4). Excavation will not exceed the 6ft depth within 50 feet of boring 1535-4a. Excavation WILL EXCEED the "No grading or excavation" for pavement construction, concrete curb and gutter within 50 feet of boring 1535-4b, (BP Gas Station - NE quad of IL 251 & LaSalle Road), and excavation WILL EXCEED the 2ft depth within 50 feet of boring 1535-4c. 5). Excavation will not exceed the 6ft depth within 50 feet of borings 1535-5b & 5d. 6). Excavation will not exceed the 4ft depth within 50 feet of borings 1535-6a. 6b, 6c & 6d.

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

**Work Order** Submittal Date:

Project Description: IL 252 & I-80 interchange reconstruction including removal and replacement of S.N. 050-0077 & 050-0078, and reconstruction of the IL 251 & May Road/ LaSalle Road intersection, building removal. and tree removal

Survey Type: ☐ Potential Waste Site(s) ☐ UST-LUST ☐ Miscellaneous and Testing

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Copies to: (3-28-2005)
Dist. Land Acquisition
C.O. Land Acquisition
Report Writer (D. Lukkari)
Phase I Consultant
G. Dorton
Amy Reed

copy to D. Lukkari
9-2-2004

Dst. 3

# Illinois Department of Transportation

## Memorandum

| | | | |
|---|---|---|---|
| To: | John P. Kos | Attn: | Thomas R. Sancken |
| From: | Michael L. Hine | By: | Thomas C. Brooks |
| Subject: | Biological Resources Review | | Thomas C. Brooks |
| Date: | August 30, 2004 | | |

I-80 (FAI 80)
May Road, LaSalle Road
Section (50-2)HBK & I-3
IL 251 interchange, North of Peru
SN 050-0077 & 050-0078
Job No. P-93-054-02 (Seq. #12011)
LaSalle County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys.

Attached is the Wetland Report and aerial photograph for the above-mentioned project. The results of the survey indicate the presence of one jurisdictional wetland within the project area (Site 1).

Please fill out the Wetland Impact Evaluation Form (WIE Tab in the Wetland Form of the Project Monitoring Database) and submit the form to this office.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

Attachments

BT

| ST | LANS | |
|---|---|---|
| SEP 1 2004 | | |
| S&P ENG | | |
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| SEE ME | | |
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| CO-ORD | | |

Attention: Central Office BD&E
Environment Section
Room 330

# Environmental Survey Request

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

Submittal Date: 05/10/2004 Sequence No: 12011
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P-93-054-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: May Road, LaSalle Road Section: (50-2)HBK & I-3
Municipality(ies) Peru, LaSalle Project Length: 2.897 km 1.8 miles
FromTo (At): IL 251& I-80 interchange & May Rd/ LaSalle Rd intersection with IL 251, located North of Per
Quadrangle: Spring Valley / LaSalle Township-Range-Section: (T33N, R1E, Section 5,4) & (T34N,R1E, Sec.32, 33)

Anticipated Design Approval: 10/01/2004

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

☑ Acquisition of additional ROW or easement 3.88497615 ha/ 9.6 acres
☐ In-Stream Work Stream Name:
☑ Other: Approximately 2.0 acres of temporary easement, one building will be removed, excavation for interchange reconstruction, and tree removal.

**C.** Project Description: IL 252 & I-80 interchange reconstruction including removal and replacement of S.N. 050-0077 & 050-0078, and reconstruction of the IL 251 & May Road/ LaSalle Road intersection, building removal, and tree removal.

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

**D.** Tree Removal?: Yes Number?: 818 ha/ acres

| | | | |
|---|---|---|---|
| Existing Bridge(s) Structure Number: | 050-0077 | On Historic Bridge List: | No |
| Existing Bridge(s) Structure Number: | 050-0078 | On Historic Bridge List: | No |

Historic District Involved? No Historic Buildings Involved? No
Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No

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

**F.** Contact Person: Connie Lindenmier
Telephone #: (815) 434-8434 ext.
Env.Contact: same as above
Telephone #:

Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

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

**BIOLOGICAL RESOURCES**
NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks 8/30/04
SIGNED (BT) DATE

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 30, 2004

**LaSalle County**
**FAI 80/I-80**
**Project: P-93-054-02**

**IDOT Seq. # 12011**
**ITARP #04074**

**FEDERAL 106 PROJECT**

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

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the proposed project referenced above. Archaeological survey in the 10 acre project area addendum resulted in the location of six sites (11-LS-983-988). These sites are light lithic scatters confined to the plow zone.

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 no cultural properties which are subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impact by this project.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

**CONCUR**
By: Anne E. Haaker
Deputy State Historic Preservation Officer
Date: 9/3/04

# Wetlands

Submittal Date: 05/10/2004 Sequence No: 12011
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P-93-054-02
Counties: LaSalle
Route: FAI 80 Marked: I-80
Street: May Road, LaSalle Road Section: (50-2)HBK & I-3
Municipality(ies): Peru, LaSalle Project Length: 2.8958 km 1.8 miles
FromTo (At): IL 251& I-80 interchange & May Rd/ LaSalle Rd intersection with IL 251, located North of Peru
Quadrangle: Spring Valley / LaSalle Township-Range-Section: (T33N, R1E, Section 5,4) & (T34N,R1E, Sec.32, 33)

Anticipated Design Approval: 10/01/2004 Cleared for Design Approval: 04/07/2005
Cleared for Letting: 04/07/2005 Mitigation:

## Wetland Impacts Evaluation

Submittal Date: 04/06/2005

Does the project have wetland effects? No Type:

Summarize briefly why there are no practicable alternatives to the use of the wetland(s):

Wetland mitigation is being proposed: ☑ Reviewed

Memo Date: 04/07/2005 Memo By: Barb Traeger

Memo: Based on the information provided, it has been determined that the project will not have wetland impacts The plans will indicate that fencing will be placed to ensure that construction activities do not encroach upon the wetland The project is cleared for construction

Memo Date: 04/06/2005 Memo By: Roger F Rynke

Memo: A review of the Wetland Report revealed the presence of a wetland site (Marsh) located in the Southeast quadrant of the interchange. The Marsh is located approximately 60 feet South of the existing ramp D pavement, (approximately 135 feet South of the centerline of Interstate Route 80).
The proposed right of way limit is 120 feet South of the centerline of I-80, and the proposed construction limit is 108 feet South of the centerline of I-80. An erosion control and high visibility fence will be installed along the proposed right of way limits from Station 579+00 to 585+00 RT No temporary or permanent impacts will occur to the wetland site Marsh.

## Wetland Impacts and Mitigation Required

Air Quality Analysis

10-24-05
I-80 & IL 251 Interchange
LaSalle County

The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM) The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standard (NAAQS) for CO.

As shown on the table below, the worst case location for air quality within the limits of the project was at a motel located in the northwest quadrant of the I-80 and IL 251 interchange.

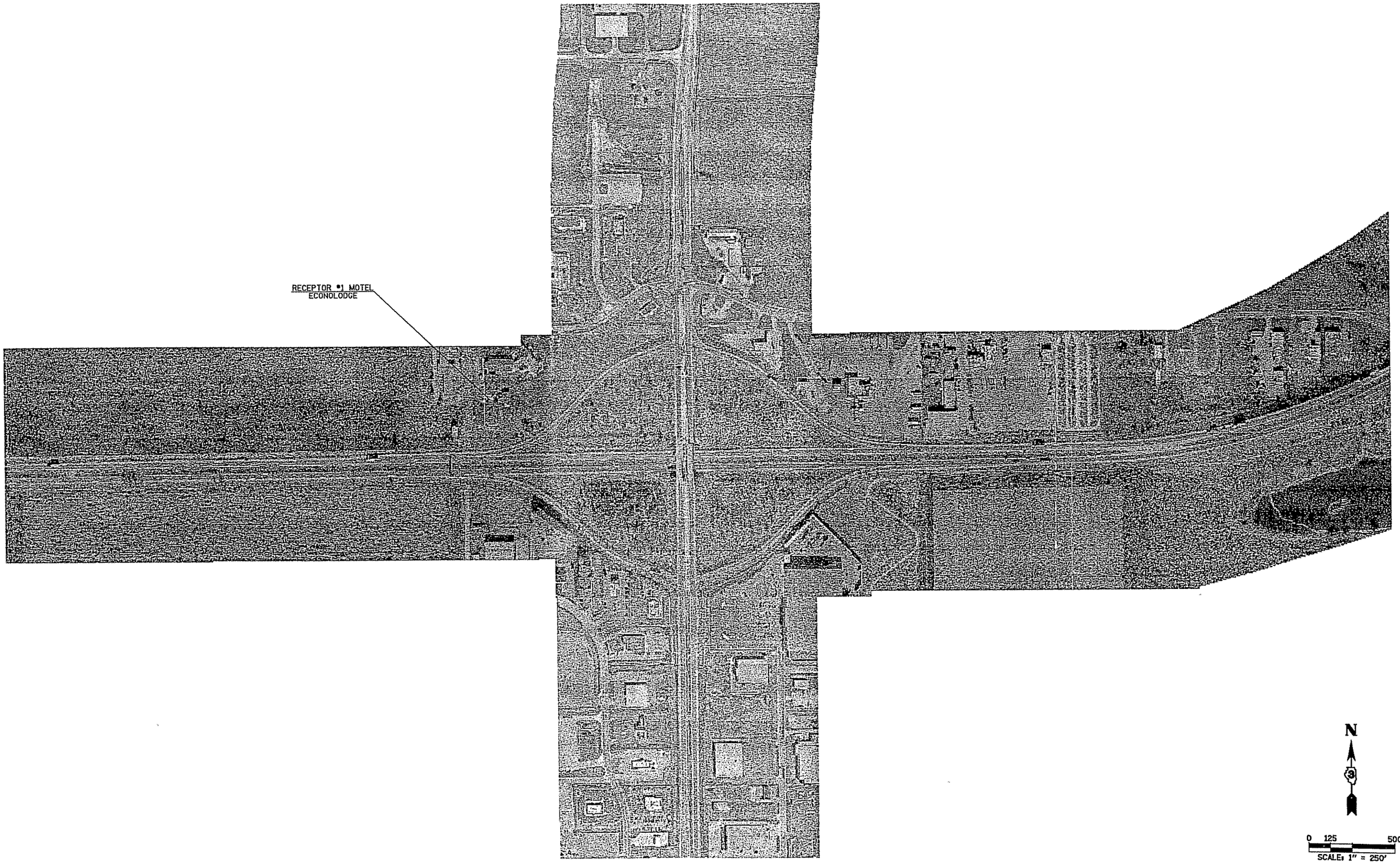
The results of the analysis are shown on the table below. With the Build Alternative, the addition of turning lanes will permit the traffic to move with greater ease with less need for stopping and idling. Based on traffic flow, average operating speeds, vehicle and fuel types, and background CO concentrations, the analysis shows the Build Alternate would not have a significant adverse impact on the air quality in the area. The total ambient concentration of CO background, plus that attributable to traffic, would remain well below the standard of 9.0 ppm throughout the ten year period following project construction. With the Build Alternative, worst case CO concentrations at the closest receptor point would remain below the 8 hour ambient air quality standard.

Table for Air Quality Analysis
8 Hour Average Concentrated PPM

| Location | Existing 2005 | 2008 TOC | 2018 TOC+10 | 2028 Design | 2008 No Action | 2018 TOC+10 No Action | 2028 Design No Action |
|---|---|---|---|---|---|---|---|
| Receptor #1 Motel NW Quadrant | 3.6 | 3.6 | 3.6 | 3.6 | 3.5 | 3.4 | 3.6 |

The project passes the 8 hour National Ambient Air Quality Standard for CO (9 ppm).

The largest 8 hour concentration is 3.6.




2200airquality

AIR QUALITY ANALYSIS

Illinois Department of Transportation

# Erosion and Sediment Control Analysis

1. a. Phase I & II NPDES Storm Water Permit Requirements (Applicable to all projects involving soil disturbance of 1 acre or more.

Will the project involve soil disturbance of 1 acre or more?

☒ Yes The project must comply with the Phase II NPDES Storm Water Permit Requirements.

☐ No

2. Identify, by station, the known location of bridges and culverts. Indicate the anticipated size of each and the nature of the soil disturbance activities that each will involve (e g., slope grading, channel shaping, watercourse realignment.)

**The existing dual bridges on IL 251 (which cross over I-80) are centered symmetrically around station 48+27.08. The proposed structures will be widened in the median areas to the point where they could be one large structure. See the TS&L drawings for the anticipated structure size(s). There are numerous other culverts on the project that may need to be extended. See the culvert diagram for their locations.**

3. Indicate the type and identify the location, by station, of any resources requiring special consideration for protection from sedimentation, such as wetlands, endangered and threatened species locations, or other resources involving special commitments for protection.

**It was determined (at this time) that this project has no special conditions that need protection. If any circumstances arise before construction of the project, they will be protected using the standard erosion control measures.**

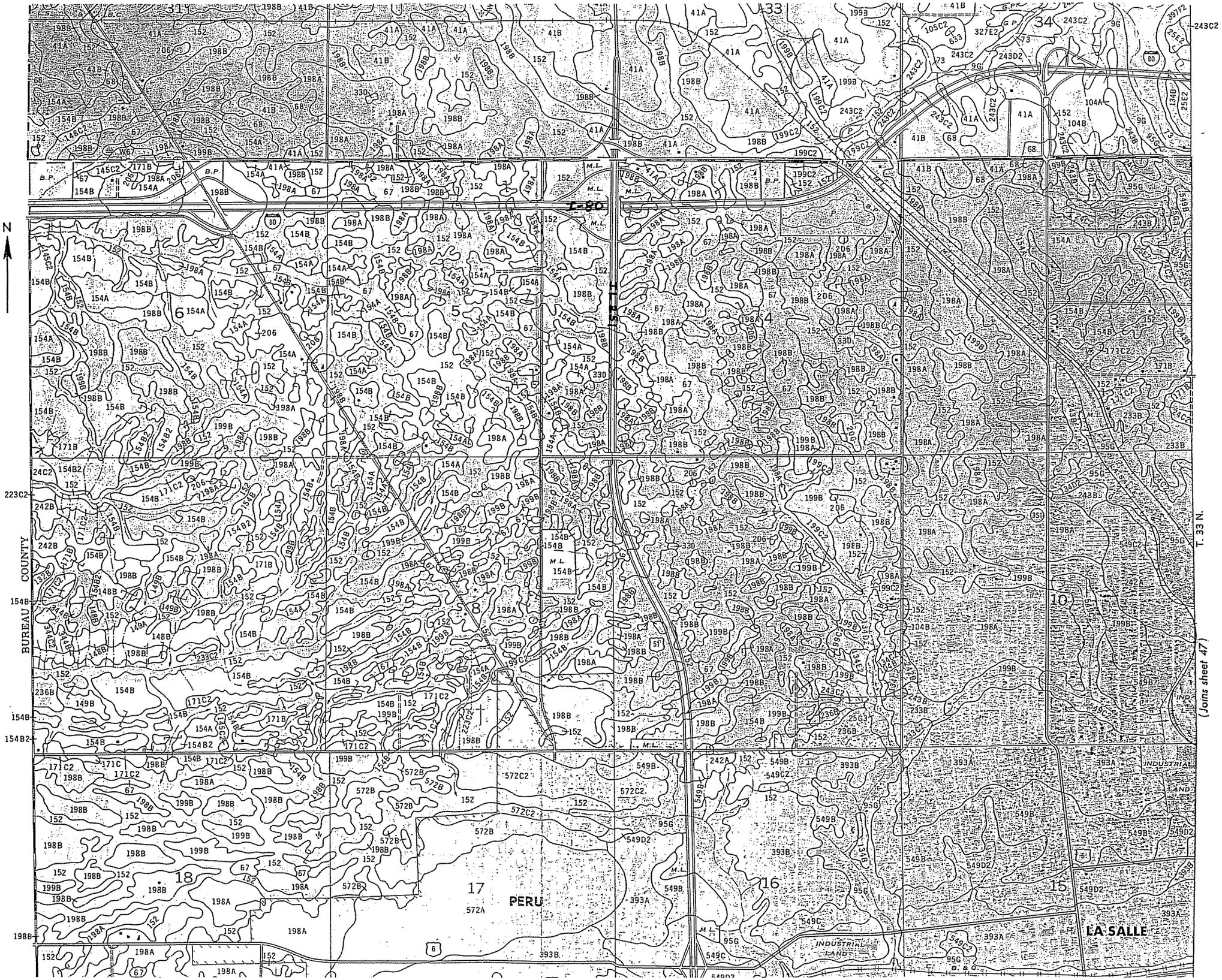
4. When possible, graphically indicate on a map or plan drawing the drainage areas, and soil types (via. County Soils Maps) in locations of the project to be affected by clearing and grubbing, excavation or placement of embankment. Also describe or indicate any locations in which known soil disturbance by others (e.g., for agricultural crop production) could introduce additional sediment within the project limits. Highly erodible soils will affect the complexity needed in the ESC plan.

**See the enclosed soil map and soil descriptions/types. Also, see the drainage report for the drainage areas.**

5. When possible, graphically indicate on a map or plan drawing the locations in which routine practices such as ditch checks and perimeter silt fence will be used and indicate the type and location of other, non-routine practices recommended to use.

**The project will use the applicable standard erosion control measures to minimize erosion and sediment loss.**

*Note: This form is NOT to take the place of the SWPPP, but is to provide information to go into the project report for the benefit of the R.E.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I-80
BUREAU COUNTY
PERU
LA SALLE
INDUSTRIAL LAND
T. 33 N.
(Joins sheet 47)
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15

Ap (0-7") Very dark brown (10YR 2/2 moist) silt loam; moderate fine granular structure; friable; neutral; abrupt smooth boundary.

A2 (7-11") Dark grayish brown (10YR 4/2 moist) silt loam; weak fine granular structure; friable; medium acid; clear smooth boundary.

B21t (11-19") Dark brown (10YR 4/3 moist) silty clay loam; weak fine and medium subangular blocky structure; firm; slightly acid; gradual smooth boundary.

B22t (19-26") Dark yellowish brown (10YR 4/4 moist) clay loam; weak medium subangular blocky and blocky structure; firm; slightly acid; abrupt irregular boundary.

IIB3 (26-35") Dark brown (7.5YR 3/2 moist) gravelly clay loam; weak medium subangular blocky structure; firm; neutral; abrupt wavy boundary.

IIC (35-60") Dark yellowish brown (10YR 4/4 moist) gravel and some sand; structureless; single grain; loose; calcareous.

## Drummer Series (152)

Drummer soils are very dark colored, poorly drained, and developed in 40 to 60 inches of loess over stratified loamy to sandy outwash and sandy loam, loam, and silty clay loam glacial till under marsh grass-prairie native vegetation. They occur on nearly level to depressional areas of loess-covered upland till areas and loess-covered outwash plains in soil areas B, C, D, and H on the general soil map. They are found on the landscape with Flanagan, Catlin, Elburn, Plano, Andres, Symerton, Brenton, and Proctor soils as their poorly drained associate.

One mapping unit is shown on the soil map:

152 Drummer silty clay loam

Drummer is a very extensive soil in La Salle County, as it is in the northeastern part of the state. Some areas of 152 have 6 to 12 inches of dark-colored silty clay loam to silt loam overwash over the normal soil, while a very few areas have light-colored overwash. A few areas are on slopes of 2 to 4 percent. Some areas in soil area H in the southeast corner of the county have thinner loess and thicker outwash between the underlying silty clay loam till and the loess. Drummer soils are almost exclusively in cropland. Permeability is moderate. Surface runoff is slow to ponded. Available moisture capacity is very high. Surface organic matter content averages 6.0 percent.

**Representative profile of Drummer silty clay loam,** 397 feet south of quarterline fence and 85 feet west into field in NE¼, SE¼, SE¼ of Sec. 14, T34N, R2E:

Ap (0-8") Black (10YR 1/1 moist) silty clay loam; weak medium angular blocky structure breaking to weak coarse granular; roots common; firm; neutral; abrupt smooth boundary.

A12 (8-15") Black (10YR 1/1 moist) silty clay loam; moderate fine angular blocky structure breaking to strong coarse granular; roots common; firm; neutral; clear smooth boundary.

B21g (15-19") Grayish brown (2.5Y 5/2 moist) silty clay loam; moderate fine angular to subangular blocky structure with a slight tendency to prismatic, with black (10YR 1/1 moist) continuous clay films. Roots common, frequent krotovinas are encountered from here to 60 inches; firm; neutral; clear smooth boundary.

B22g (19-26") Grayish brown (2.5Y 5/2 moist) silty clay loam, with common fine faint light olive brown (2.5Y 5/6 moist) mottles; weak medium prismatic structure breaking to medium angular blocky structure, with black (10YR 2/1 moist) continuous clay films; roots common; few fine Fe-Mn concretions; firm; neutral; clear smooth boundary.

B31g (26-40") Olive gray (5Y 5/2 moist) light silty clay loam, with many fine distinct light olive brown (2.5Y 5/6 moist) and yellowish brown (10YR 5/8 moist) mottles; moderate fine to medium prismatic structure breaking to moderate medium angular blocky, with dark grayish brown (2.5Y 4/2 moist) discontinuous clay films; roots common; many small Fe-Mn concretions; firm; neutral to mildly alkaline; abrupt wavy boundary.

IIB32g (40-50") Gray (5Y 5/1 moist) silt loam, with many medium distinct light olive brown (2.5Y 5/6 moist) and yellowish brown (10YR 5/8 moist) mottles; thin layers of loam are encountered; weak coarse angular blocky structure to massive; roots few; friable; moderately alkaline; calcareous; abrupt wavy boundary.

IICg (50-60") Mixed pale yellow (5Y 7/3 moist), yellowish brown (10YR 5/8 moist) and dark gray (N 4/ moist) (10YR 5/6 moist crushed) fine sandy loam with some fine gravel and thin layers of fine sand and silt; friable; mildly alkaline; calcareous.

## DuPage Series (321)

DuPage soils are calcareous, dark colored, well-to moderately well-drained, and developed in calcareous stream alluvium under prairie native vegetation. They occur on the nearly level to very gently sloping floodplains of the Illinois, Fox, and Vermilion rivers in soil area M and the floodplain portion along the Vermilion River in soil area I of the general soil map. They are associated on the floodplain landscape with the very dark-colored, poorly drained, calcareous Millington and Calco soils.

Two mapping units are shown on the soil map:

321A DuPage silt loam, 0 to 2 percent slopes

321B DuPage silt loam, 2 to 4 percent slopes

Very occasionally a small area of 321B has slopes a little over 4 percent. DuPage soils are most often in cropland, but some areas are in forest or pasture. Permeability is moderate. Surface runoff is slow to medium. Available moisture capacity is high to very high. Surface organic matter content averages 4.0 percent.

**Representative profile of DuPage silt loam,** 330 feet along curved lane to southwest, then 300 feet west in NE¼, SE¼, SE¼ of Sec. 20, T33N, R1E:

Ap (0-9") Black (10YR 2/1 moist) gritty silt loam; moderate fine granular structure; friable; moderately alkaline; calcareous; abrupt smooth boundary; many small shells present.

A12 (9-14") Very dark brown (10YR 2/2 moist) gritty silt loam; moderate fine to medium granular structure; friable; moderately alkaline; calcareous; clear smooth boundary.

A13 (14-27") Very dark grayish brown (10YR 3/2 moist) to dark brown (10YR 3/3 moist) loam; weak medium granular structure; friable; moderately alkaline; calcareous; gradual smooth boundary.

C (27-60") Brown (10YR 4/3 moist) loam to gritty silt loam; weak medium to coarse granular structure to massive; friable; moderately alkaline; calcareous.

## Elburn Series (198)

Elburn soils are dark colored, somewhat poorly drained, and developed in 40 to 60 inches of loess over loamy stratified material or sandy loam till under prairie native vegetation. They occur on nearly level to very gently sloping loess-mantled outwash and till plains in soil area D on the general soil map. They are associated on the landscape with the dark-colored, well-drained Plano soils and the very dark-colored, poorly drained Drummer soils.

Two mapping units are shown on the soil map:

198A Elburn silt loam, 0 to 2 percent slopes

198B Elburn silt loam, 2 to 4 percent slopes

A very few areas of 198B are moderately eroded. Elburn soils in soil area D on the general soil map occurring north of the Fox River in the very northeast corner of the county are underlain by sandy loam till. Elburn soils in the other D soil areas in the county are underlain by loamy stratified outwash materials. Elburn soils are almost entirely in cropland. Permeability is moderate and surface runoff is slow to medium. The available moisture capacity is high. Surface organic matter content averages 4.5 percent.

**Representative profile of Elburn silt loam,** 250 feet west of north-south county line road, 60 feet north of center of gravel road in field in SE¼, SE¼, SE¼, SE¼ of Sec. 13, T36N, R5E:

Ap (0-9") Black (10YR 2/1 moist) silt loam; moderate fine granular structure; friable; neutral; abrupt smooth boundary.

A12 (9-14") Very dark gray (10YR 3/1 moist) silt loam; moderate fine granular structure; friable; neutral; clear smooth boundary.

B1 (14-16") Dark grayish brown (10YR 4/2 moist) light silty clay loam; moderate very fine subangular blocky structure; firm; slightly acid; clear smooth boundary.

B21t (16-24") Dark grayish brown (10YR 4/2 moist) to grayish brown (10YR 5/2 moist) silty clay loam with many fine distinct yellowish brown (10YR 5/4 and 5/6 moist) mottles; moderate fine to very fine subangular blocky structure, with continuous very dark grayish brown (10YR 3/2 moist) clay films; common fine Fe-Mn concretions; firm; medium acid, clear smooth boundary.

B22t (24-32") Grayish brown (10YR 5/2 moist) silty clay loam, with many fine to medium yellowish brown (10YR 5/4, 5/6 and 5/8 moist) and light grayish brown (10YR 6/2 moist) mottles; weak medium prismatic structure breaking to moderate fine subangular blocky, with dark grayish brown (10YR 4/2 moist) continuous clay films; many fine Fe-Mn concretions; firm; strongly acid; clear smooth boundary.

B23t (32-40") Grayish brown (10YR 5/2 moist) to brown (10YR 5/3 moist) silty clay loam, with many fine to coarse light brownish gray (10YR 6/2 moist) and yellowish brown (10YR 5/8, 5/6, and 5/4 moist) mottles; weak medium prismatic structure breaking to moderate fine subangular blocky, with dark grayish brown (10YR 4/2 moist) continuous clay films; many fine Fe-Mn concretions; firm; medium acid; clear smooth boundary.

B31 (40-48") Brown (10YR 5/3 and 4/3 moist) heavy silt loam to light silty clay loam, with common fine faint yellowish brown (10YR 5/4 and 5/6 moist) and few fine prominent yellowish brown (10YR 5/8 moist) mottles; weak medium subangular blocky structure, with dark brown (10YR 4/3 moist) discontinuous clay films, common fine Fe-Mn concretions; friable; medium acid; abrupt smooth boundary.

IIB32 (48-56") Brown (10YR 5/3 moist) to yellowish brown (10YR 5/4 moist) gritty silty clay loam to light clay loam, with common few distinct yellowish brown (10YR 5/6 and 5/8 moist) mottles; weak medium subangular blocky structure; common fine Fe-Mn concretions; friable; slightly acid; clear smooth boundary.

IIB33 (56-61") Brown (10YR 5/3 moist) to yellowish brown (10YR 5/4 moist) clay loam, with few fine prominent yellowish brown (10YR 5/8 moist) mottles; very weak medium subangular blocky structure; few fine Fe-Mn concretions; friable; slightly acid; abrupt smooth boundary.

IIC (61-66") Yellowish brown (10YR 5/4 moist) to light yellowish brown (10YR 6/4 moist) sandy loam, with few fine faint yellowish brown (10YR 5/6 and 5/8 moist) mottles; massive; few fine Fe-Mn concretions; friable; calcareous.

## Elliott Series (146)

Elliott soils are dark colored, somewhat poorly drained, and developed in less than 18 inches of loess or silty material over silty clay loam glacial till under prairie native vegetation. They occur on nearly level to gently sloping glacial till plains primarily in soil area G on the general soil map. They are associated on the landscape with the dark-colored, moderately well-drained Varna soils and the very dark-colored, poorly drained Ashkum soils.

Four mapping units are shown on the soil map:

146A Elliott silt loam, 0 to 2 percent slopes
146B Elliott silt loam, 2 to 4 percent slopes
146B2 Elliott silt loam, 2 to 4 percent slopes, eroded
146C2 Elliott silt loam, 4 to 7 percent slopes, eroded

A very few acres of 146B2 are severely eroded and a few areas of 146C2 have no erosion to slight erosion. Elliott soils are almost entirely in cropland. Permeability is moderately slow and surface runoff is medium. Available moisture capacity is high. Surface organic matter content averages 4.5 percent.

**Representative profile of Elliott silt loam,** in SW¼, SW¼, SW¼, SW¼ of Sec. 36, T34N, R5E:

A1 (0-9") Black (10YR 2/1 moist) heavy silt loam; moderate fine to medium granular structure; friable; neutral; clear smooth boundary.

A3 (9-13") Very dark gray (10YR 3/1 moist) heavy silt loam; moderate fine to medium granular structure; friable; neutral; clear smooth boundary.

IIB1t (13-17") Dark grayish brown (10YR 4/2 moist) heavy silty clay loam, with few fine distinct yellowish brown (10YR 5/4 moist) mottles; moderate fine to medium subangular blocky structure; firm; slightly acid; clear smooth boundary.

IIB21t (17-29") Dark brown (10YR 4/3 moist) heavy silty clay loam to light silty clay, with few fine distinct gray (10YR 6/1 moist) mottles; moderate fine prismatic structure breaking to strong fine subangular blocky, with dark grayish brown (10YR 4/2 moist) clay films; firm; medium acid; clear smooth boundary.

IIB3 (29-35") Dark grayish brown (10YR 4/2 moist) silty clay loam, with few fine distinct gray (10YR 6/1 moist) mottles; moderate fine to medium angular blocky structure; very firm; moderately alkaline; calcareous; gradual smooth boundary.

IIC (35-40") Dark grayish brown (10YR 4/2 moist) silty clay loam, with few fine distinct gray (10YR 6/1 moist) mottles; massive; very firm; moderately alkaline; calcareous.

## Flanagan Series (154)

Flanagan soils are dark colored, somewhat poorly drained, and developed in 40 to 60 inches of loess on loam and silty clay loam till under prairie native vegetation. They occur on nearly level to gently sloping loess-covered glacial till plains in soil areas B and C on the general soil map. Soil area B is underlain by loam till and soil area C is underlain by silty clay loam till. Flannagan soils are associated on the landscape with the dark-colored, moderately well- to well-drained Catlin soils, and the very dark-colored, poorly drained Drummer soils.

Four mapping units are shown on the soil map:

154A Flanagan silt loam, 0 to 2 percent slopes
154B Flanagan silt loam, 2 to 4 percent slopes
154B2 Flanagan silt loam, 2 to 4 percent slopes, eroded
154C2 Flanagan silt loam, 4 to 7 percent slopes, eroded

A very few areas of 154A and 154B have 6 to 12 inches of dark-colored silty overwash. Flanagan soils are almost entirely in cropland. Permeability is moderate and surface runoff is slow to medium. Available moisture capacity is high to very high. Surface organic matter content averages 4.5 percent.

**Representative profile of Flanagan silt loam,** 187 feet south of quarterline fence in road cut in NW¼, NW¼, SW¼, SW¼ of Sec. 15, T34N, R3E:

A1 (0-10") Black (10YR 2/1 moist) silt loam; moderate very fine crumb structure; roots abundant; friable; neutral; clear smooth boundary.

A3 (10-14") Very dark gray (10YR 3/1 moist) silt loam; moderate fine granular structure; roots abundant; friable; slightly acid; clear smooth boundary.

B1 (14-17") Very dark gray (10YR 3/1 moist) to very dark grayish brown (10YR 3/2 moist) light silty clay loam; moderate fine subangular blocky structure; roots common; friable; medium acid; clear smooth boundary.

B21t (17-21") Dark grayish brown (10YR 4/2 moist) silty clay loam; moderate fine subangular blocky structure, roots common; few black (10YR 2/1 moist) to very dark gray (10YR 3/1 moist) worm casts; firm; medium acid; clear smooth boundary.

B22t (21-29") Light olive brown (2.5Y 4/4 moist) heavy silty clay loam, with common fine distinct yellowish brown (10YR 5/6 and 5/8 moist) and gray (10YR 6/1 moist) mottles; moderate fine to medium subangular blocky structure, with dark grayish brown (10YR 4/2 moist) continuous clay films; roots occasional; many fine Fe-Mn concretions; firm; medium acid; clear smooth boundary.

B23t (29-40") Grayish brown (2.5Y 5/2 moist) silty clay loam, with many fine to medium distinct yellowish brown (10YR 5/4, 5/6 and 5/8 moist) and gray (10YR 6/1 moist) mottles; moderate medium subangular blocky structure, with dark grayish brown (10YR 4/2 moist) continuous clay films; roots occasional; firm; slightly acid; abrupt smooth boundary.

IIB3 (40-42") Olive brown (2.5Y 4/4 moist) gritty silty clay loam, with common fine faint grayish brown (2.5Y 5/2 moist) and few fine distinct yellowish brown (10YR 5/4 moist) mottles; moderate medium angular blocky structure; roots occasional; firm; neutral; abrupt smooth to wavy boundary.

IIC (42-60") Olive brown (2.5Y 4/4 moist) loam with numerous pebbles and small stones and common fine distinct gray (5Y 5/1 moist) and yellowish brown (10YR 5/4 moist) mottles; moderate coarse angular blocky structure grading to massive in lower part; some secondary carbonates in cracks; firm; moderately alkaline; calcareous.

IIC (26-50") Light olive brown (2.5Y 5/4 moist) silty clay loam, with few fine distinct gray (10YR 5/1 moist), yellowish brown (10YR 5/8 moist), and gray (5Y 6/1 moist) mottles; weak medium angular blocky structure grading to massive in lower part, with olive brown (2.5Y 4/4 moist) discontinuous clay films; firm; calcareous.

## Muscatine Series (41)

Muscatine soils are dark colored, somewhat poorly drained, and developed in more than 5 feet of loess under prairie native vegetation. They occur on nearly level to very gently sloping loess-covered uplands in soil area A on the general soil map. They are associated on the landscape with the dark-colored, moderately well- to well-drained Tama soils and the very dark-colored, poorly drained Sable soils.

Two mapping units are shown on the soil map:

41A Muscatine silt loam, 0 to 2 percent slopes
41B Muscatine silt loam, 2 to 4 percent slopes

A very few areas of 41A are moderately well drained. Some areas of 41B have moderate erosion. Muscatine soils are almost entirely in Cropland. Permeability is moderate. Surface runoff is slow. Available moisture capacity is very high. Surface organic matter content averages 4.5 percent.

**Representative profile of Muscatine silt loam,** 631 feet north of section corner, then 30 feet east of center of U.S. Route 51, in NW¼, SW¼, SW¼, SW¼ of Sec. 33, T35N, R1E:

A1 (0-13") Black (10YR 2/1 moist) silt loam, moderate fine granular structure; friable; roots abundant; neutral; clear smooth boundary.

A3 (13-18") Black (10YR 2/1 moist) heavy silt loam; weak fine to medium subangular blocky structure breaking to fine medium granular; a few light gray (10YR 7/1 moist) thin patchy silt coatings; friable; neutral; clear smooth boundary.

B1t (18-25") Dark grayish brown (2.5Y 4/2 moist) silty clay loam; moderate fine subangular blocky structure; firm; slightly acid; clear smooth boundary.

B21t (25-30") Grayish brown (2.5Y 5/2 moist) silty clay loam, with common fine distinct yellowish brown (10YR 5/6 moist) mottles; weak medium prismatic structure breaking to moderate fine subangular blocky structure, with dark grayish brown (10YR 4/2 moist) continuous clay films; firm; slightly acid; clear smooth boundary.

B22t (30-40") Light brownish gray (2.5Y 6/2 moist) silty clay loam, with common fine prominent yellowish brown (10YR 5/8 moist) mottles; weak medium prismatic structure breaking to moderate medium subangular blocky, with dark grayish brown (2.5Y 4/2 moist) discontinuous clay films; firm; slightly acid; clear smooth boundary.

B3 (40-48") Light brownish gray (2.5Y 6/2 moist) silt loam, with common fine to medium prominent yellowish brown (10YR 5/6 moist) mottles; moderate coarse angular blocky structure; friable; neutral, clear smooth boundary.

C (48-72") Light gray (10YR 6/1 moist) and yellowish brown (10YR 5/6 and 5/8 moist) silt loam; massive; friable; calcareous.

# Illinois Department of Transportation

Memorandum

| | | |
|---|---|---|
| To: | Files | |
| From: | T. Sancken | By: Duane Lukkari |
| Subject: | Bicycle letters for the Peru interchange project | |
| Date: | June 28, 2004 | |

Bicycle letters were sent on February 17, 2004 to the organizations listed below. The letters requested information regarding any existing or planned bicycle developments within 1 mile of the project location. The letters stated to please respond within 21 days.

As of June 28, 2004, there has not been any response from any of the organizations. It is therefore construed that there is no planned bicycle travel within the project limits.

Illinois Department of Natural Resources
Division of Planning
524 S. Second Street
Springfield, IL 62701

Mr. Ed Barsotti
Director, League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

The Honorable Donald Baker
Mayor of Peru
P.O. Box 299, 1701 4th Street
Peru, IL 61354

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

February 17, 2004

Mr. Ed Barsotti
Director, League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

FAI 80 (I-80)
Section (50-2)HBK & I-3
LaSalle County

Dear Mr. Barsotti:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 251/I-80 interchange and also the bridge replacements on IL 251 that cross over Interstate 80 which is located in Peru. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office in writing if there are any existing or planned bicycle travel or trail developments within 1 mile of the project location. Specifically, please identify any bike trail developments programmed for construction between now and FY 2013. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

Thomas R. Sancken

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

DL:ct

FILE COPY

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

February 17, 2004

Illinois Department of Natural Resources
Division of Planning
524 S. Second Street
Springfield, IL 62701

FAI 80 (I-80)
Section (50-2)HBK & I-3
LaSalle County

Ladies and Gentlemen:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 251/I-80 interchange and also the bridge replacements on IL 251 that cross over Interstate 80 which is located in Peru. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

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If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

Thomas R. Sancken TG

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

DL:ct

Illinois Department of Transportation
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

FILE COPY

February 17, 2004

The Honorable Donald Baker
Mayor of Peru
P.O. Box 299, 1701 4th Street
Peru, IL 61354

FAI 80 (I-80)
Section (50-2)HBK & I-3
LaSalle County

Dear Mr. Baker:

The Illinois Department of Transportation, District 3 office in Ottawa is developing plans for the reconstruction of the IL 251/I-80 interchange and also the bridge replacements on IL 251 that cross over Interstate 80 which is located in Peru. See the attached location map. This work is tentatively unfunded in the Department's FY 2004-2008 multi-year highway improvement program. It is proposed to stage traffic during the construction of the project.

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If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

Diane O'Keefe, P.E.
District Engineer

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

DL:ct

# BICYCLE CHECKLISTS

## 1. CHECKLIST FOR BICYCLE TRAVEL GENERATORS IN PROJECT VICINITY

Review and record the potential bicycle travel generators in the vicinity of the project, such as those shown in the checklist. Note on the checklist the types of generators within 1 mile of the project corridor. To the Phase I Report, attach a map of this area showing the general location of these generators. Sections of Municipal or Township maps are acceptable, as well as photocopies of aerial photos. The map will serve to indicate where bicyclists will cross or ride along the corridor. It will also serve to indicate the absence of any of the destinations presented and, thus, provide justification for excluding bicycle accommodation.

| Generators | Yes | N/A | Generators | Yes | N/A |
|---|---|---|---|---|---|
| | | | | | |
| Residential Areas | X | | Shopping Centers | X | |
| Parks | X | | Hospitals | | X |
| Recreation Areas | X | | Employment Center | | X |
| Churches | X | | Government Offices | | X |
| Schools | X | | Local Businesses | X | |
| Libraries | | X | Industrial Plants | X | |
| Existing Bicycle Trails | | X | Public Transportation Facilities | | X |
| Planned Bicycle Trails | | X | Other (_____) | | X |

## 2. CHECKLIST FOR ORGANIZATIONS AND PUBLIC COORDINATION

The organizations presented in the checklist have been contacted to assess any nearby bicycle travel or planned development of recreational trails or other generators. Documentation of coordination, if any, is included in the Phase I report.

| Organization | Yes | NA |
|---|---|---|
| | | |
| Metropolitan Planning Organization (if applicable) | | X |
| Local Municipalities | X | |
| Sub-Regional Planning Council (as appropriate) | | X |
| Park or Forest Preserve Districts | | X |
| League of Illinois Bicyclists | X | |
| Illinois Department of Natural Resources | X | |
| Rails to Trails Conservancy – IL Chapter | | X |

3. **FORM FOR BICYCLE TRAVEL ASSESSMENT**

**Route:** **FAI 80 (I-80)**
**Section:** **(50-2)HBK & I-3**
**County:** **LaSalle**

1. Where would bicyclists cross the project?
   **Since this is an urban area with curb and gutter, bicyclists would be able to cross the proposed structures using the shared roadway design. This design provides a 14' outside lane (in each direction) for bicyclists and motor vehicles.**

2. Where would bicyclists need to ride parallel to the project?
   **Bicyclists could ride across the proposed structures or follow the secondary road - LaSalle Road. See below for the secondary route.**

   a. Does the project provide unique or primary access: (See Note 1)

      1. Across a river, railroad, highway corridor or other natural or man-made barrier? **Yes, across Interstate 80.**

      2. Into or out of a residential or commercial development? **No.**

      3. Between communities or other likely significant destinations—such as a university campus or recreation facility? **No.**

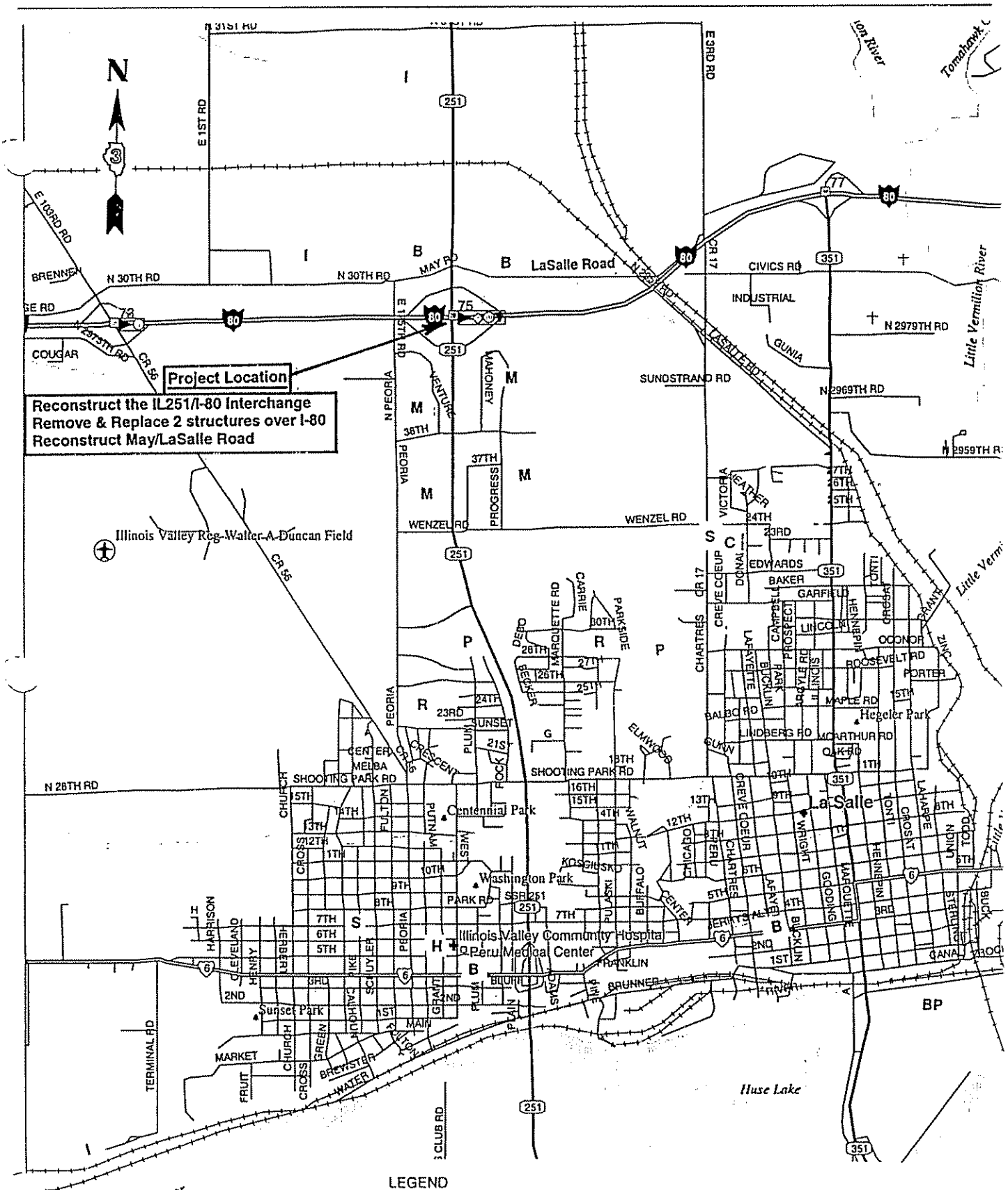
   b. Are there any secondary roads parallel to the project that could reasonably be used by cyclists as alternates to access these destinations? (See Note 2) If so, how far from the corridor are these roads? (A key consideration with parallel roads is whether there are significant destinations located on the project corridor that bicyclists would need to access.) **Yes. LaSalle Road (which connects to IL251 in the northeast quadrant) runs east approximately 0.6 mile then turns southeast underneath I-80. It then connects to CR17 which eventually turns into Chartres Street.**

3. Do local governmental entities or other organizations have plans for bicycle facilities or generators, such as a park or recreational area that could affect this project or generate additional travel in the project corridor? **No.**

Notes:

1. Unique or primary access is defined as access which is not otherwise available within a reasonable riding distance of 1 mile.

2. Secondary roads that could be used as alternate routes are usually within 2-3 blocks of projects in urban areas, within 0.5 miles in suburban areas, and within 1 mile in rural areas.


Project Location
Reconstruct the IL251/I-80 Interchange
Remove & Replace 2 structures over I-80
Reconstruct May/LaSalle Road
LaSalle Road
Illinois Valley Reg-Walter-A-Duncan Field
Centennial Park
Washington Park
Hegeler Park
Sunset Park
Illinois Valley Community Hospital
Peru Medical Center
La Salle
Huse Lake
Illinois River
Little Vermilion River
Tomahawk
N
LEGEND
R Residential Areas
P Parks
P Recreation Areas
C Churches
S Schools
BP Existing Bicycle Trails
PBP Planned Bicycle Trails
M Shopping Centers
H Hospitals
E Employment Centers
G. Government Offices
B Local Businesses
I Industrial Plants
T Public Transportation Facilities
O Other
© 1998 DeLorme. Street Atlas USA

September 29, 2003

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County
S.N.'s 050-0077 & 050-0078

**Meeting minutes -** (Meeting held in the mayor's office)

| | | |
|---|---|---|
| Attendees: | Ted Fultz | District #3 IDOT Location & Environmental Studies Engineer |
| | Duane Lukkari | District #3 IDOT Phase I Engineer |
| | Donald Baker | Mayor of Peru |
| | Wayne Kasza | Peru Building Inspector |

The following items were discussed at today's meeting (see the attached agenda):

1. Mr. Fultz went over the project scope with the mayor and showed him the drawings. Afterwards, the mayor asked Mr. Kasza to join the meeting.
2. Mr. Baker & Mr. Kasza both disliked the conventional diamond's negative impacts. They think that businnesses such as Arby's, McDonald's, Shell Gas, Advance Auto Sales, BP Amoco, Tattoo business, and the Four Star Restaurant will suffer definite hardships by the "dead ending" of LaSalle and May roads. They asked if the damages to these businesses were put into our cost estimates. They were told that these costs were not put into our cost estimate because they are very hard to quantify. Mr. Kasza also stated that Arby's and BP Amoco are both built very near the right-of-way limits. These two areas both may need right-of-way if the turn lanes are added on LaSalle and May roads.
3. Mr. Fultz asked about future development in the area. The mayor said there is someone looking into 20 to 30 acres in the northeast area (north of LaSalle road). This would be for commercial development.
4. Mr. Fultz asked about sidewalk plans for the area. The mayor replied that most of the businesses are commercial and that they have no sidewalk plans for the area. Mr. Fultz stated that since there is no sidewalk present now and if development is not expected along the route within 5 years of project completion, that it is IDOT policy not to incorporate sidewalk into the new structure.
5. Mr. Fultz asked about the jurisdiction of Unytite and Trompeter roads. The reply was that they are both under the city's jurisdiction, even though they may have been originally built by the businesses.
6. Mr. Fultz asked if there were any city utilities are in the area. The mayor replied that they have water, sewer, and power in the area north of the interchange. He went on to say that there are two sewer lift stations (one on each side of IL251), and that he thought the water and sewer crossed near the west side of Menard's store. Mr. Fultz stated that in the near future, we will send them a set of plans to mark their utilities on.
7. Mr. Kasza asked why the ramps on the compressed diamond drawing were not an equal length apart on each side of the interstate. It was explained that the west ramps have more traffic volume and this warrants the ramps to be at 90-degree angles. He also asked if there were any compressed diamonds built that the city could look at. Mr. Fultz replied that he didn't know of any and that it is a fairly new design.
8. Mr. Kasza also stated that Shell (for example) has an existing driveway connecting to May Road, and wondered how they would change their entrance to accommodate traffic from Trompeter Road (if the conventional diamond were chosen). He then stated that these businesses could build new entrances to the west.

9. Mr. Fultz asked if the city would consider accepting a jurisdictional transfer of LaSalle road. They stated that when airport road was transferred (to LaSalle & Peru), that it became complicated on who does the maintenance. Mr. Fultz explained that LaSalle Road appears to functions as a city street. Being an unmarked state route within the project area, IDOT has a policy of discussing jurisdictional transfers with the municipalities. Mr. Kasza stated that LaSalle Road was in good condition after recent state improvements and was aware that the city could possibly receive funds as part of the transfer. This topic should continue to be discussed with the city.
10. Mr. Fultz stated that the city of Peru may have to participate in the project cost, for such items as traffic signals or lighting. This will be in the form of an agreement. Mr. Fultz stated that the majority of the project cost would be taken care of by the state.
11. The city requested (and was given) copies of both "preliminary" interchange design alternatives.
12. The mayor asked about the availability of excess state right-of-way if the compressed diamond were to be built. Mr. Fultz explained that there is a process for the city or individuals to acquire this excess property. This should be requested after the project ROW has been finalized.
13. Mr. Fultz stated that the city's comments apposing the conventional diamond would be included in the Interchange Type Study. The type study is anticipated to be forwarded to IDOT's central office within the next few weeks. IDOT will meet with the city before the public hearing (next summer) to discuss the approved interchange type.

The above summation is our interpretation of the items discussed and decisions reached at the above referenced meeting. Any persons desiring to add to or correct these minutes are requested to send their comments in writing to the Illinois Department of Transportation by October 20, 2003. Otherwise the minutes will stand as written.

Illinois Department of Transportation – Ted Fultz & Duane Lukkari

# APPENDIX D

**SN 050-0077(SB)**
- **Bridge Condition Report Approval Memo**
- **Bridge Condition Report**
- **MMI Sheets**

**Bridge Inspection Sheets**

**SN 050-0078(NB)**
- **Bridge Condition Report Approval Memo**
- **Bridge Condition Report**
- **MMI Sheets**
- **Bridge Inspection Sheets**

**Asbestos Determination Form**

# Illinois Department of Transportation

## Memorandum

| | | | |
|---|---|---|---|
| To: | James J. Jereb | Attn: | L. Schaub/S. Ferguson |
| From: | Ralph E. Anderson | By: | Todd E. Ahrens |
| Subject: | Bridges and Structures | | |
| Date: | December 28, 2001 | | |

FAI Route 80
Section (50-2) RS-4 & (50-3) RS-5
LaSalle County

P-93-065-00
~~SN 050-0077 (SB)~~
SN 050-0078 (NB)

IL 251 over I-80

We have received the Bridge Condtion Report (BCR) submitted with your memorandum dated September 24, 2001, recommending total structure replacement.

After reviewing the BCR and existing plans, we have the following comments and recommendations:

1. We concur with your recommendation for a total structure replacement based on the poor condition of the existing structure and a cost analysis. Please note that our revised cost percentage of superstructure replacement to total replacement is approximately 60%.

2. The proposed overall length, number of spans, beam type and spacing shall be determined during the TSL plan phase. A Proposed Bridge Drawing should be transmitted to our office for insertion the Reports.

3. Stage construction appears feasible.

4. The proposed bridge width of 40'-0" is applicable based on its classification as a Principal Arterial according to Heather Leskanich from your office

The BCR is approved subject to these comments. Please note that four structure borings (as shown in the attached sheet) will be required.

TAC/kcp240

# BRIDGE CONDITION REPORT

FAI 80
Section (50-2)RS-4 & (50-3)RS-5
LaSalle County
P93-065-00

IL 251 SB over I-80

S.N. 050-0077

Prepared By

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

# Table of Contents

I. Geographical and Administrative Description
II. Physical Description of Existing Structure
III. Field Inspection and Physical Evaluation
IV. Summary Statement and Proposed Scope of Work
V. Maintenance of Traffic Discussion
VI. Exhibits

## I. Geographical and Administrative Description

**Feature carried**

Marked route designation: ILL 251 SB
Common name:
Functional classification: Minor Arterial (urban)

**Feature crossed:** FAI - 80

**Location**

County: LaSalle
Township: Peru
Municipality: Peru
Location Map: See Exhibit 1

**Bridge**

Structure Number
Existing: 050 - 0077
Proposed: 050 - 0077
Section number: 50-2HB
History: Built 1961 under FAI-80 Sta. 569+41.10

**Speed**

Posted: 45 mph
Design: 50 mph

**Traffic**

ADT
Existing: 6400 (2000)
Proposed: 10900 (2022)
Breakdown: SU 4.7% MU 6.3% PC 89.0%

## II. Physical Description of Existing Structure

**Bridge**

Type: 4 simple spans, prestressed concrete I-beams
Length: 208'

Skew: None
Wearing surface
Type: I-11 overlay and waterproofing system
Thickness: 1½"

**Ratings**

Sufficiency: 78.6
Inventory: 56 Ton (HS 31.1)
Operating: 99 Ton (HS 55.0)

**Cross section**

Structure: Deck Width = 35.9'
Approach: Rdwy Width = 48.0'

**Roadway Alignment**

Profile: See Exhibit 4 for existing plans.
Horizontal: See Exhibit 4 for existing plans.

## III. Field Inspection and Physical Evaluation

### Deck

The structure was constructed in 1961 with a 7" concrete deck. An I-11 overlay and waterproofing membrane system were added at a later date. A 1991 contract stripped the I-11, patched the deck, and laid a new I-11 and waterproofing system. Galvanized box beam bridge railing was added under the contract and blocks access to the safety walk. The I-11 is spalled, potholed, cracked, and patched. The bridge file information confirms that no asbestos is present in the waterproofing membrane or wearing surface. A section of expansion joint has failed and been replaced by concrete at both the north and south abutments. The south pier expansion joint steel has some areas of damage. The median pier expansion joint filler has failed and it has areas that have been patched with cold mix material. All of the expansion joints leak. The drains have been extended. Top of parapets are cracked and spalled where railing posts attach; this appears to be caused by thermal expansion of the railing. The east curb is cracked and spalled in two locations. Guard rail end sections need to be updated to current standard. An infrared deck survey indicates 1316 sq. ft. (17% of deck) of partial depth patching and 1940 sq. ft. (26% of deck) of full depth patching.

### Superstructure

The deck, beams, and diaphragms are wet, cracked, and spalled under the expansion joints. Beams #10 and 11 in Span 4 (south span, west fascia and 1st interior) have spalls with exposed reinforcement.

### Substructure

The bearings are heavily rusted. The abutment backwalls and caps are wet and have hairline cracks. The south abutment backwall has a spalled area at the west end. The pier caps and columns have areas that are wet, cracked, delaminated and spalled. The slopewall is settled and cracked.

### Waterway/General Hydraulics

The structure carries Ill 251 SB over I-80. There is no waterway information.

## IV. Summary Statement and Proposed Scope of Work

**Option 1:** Bridge deck to be replaced and substructure repaired.

**Bridge Scope**
Required area of full depth patching is 26% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. In addition the following work would be necessary.

- 40' f-f of parapets to be used for deck width
- Increase lengths of abutments and pier caps to accommodate an additional outside beam required for deck widening
- Repair delaminations on the piers and abutments
- Patch north slopewall
- Fill gap between south slopewall and abutment with CLSM
- Repair beam end deterioration
- Upgrade guard rail end sections to ET 2000
- The bearings shall be cleaned and painted on a separate paint only contract

**Bridge Cross Section:**
The bridge deck will be replaced with a wider deck which results in an additional outside beam. See exhibit 6 for clarification sketches.

**Profile:**
The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**
The roadway centerline will be shifted 6 ½" to the west to minimize number of beams required.

**Option 2:** Superstructure to be replaced and substructure repaired.

**Bridge Scope**

Required area of full depth patching is 26% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. Deck replacement cost is 70% the cost of superstructure replacement which exceeds the 50% guideline, therefore superstructure replacement would be called for. In addition to superstructure replacement the following work would be necessary.

- 40' f-f of parapets to be used for deck width
- Increase lengths of abutments and pier caps to accommodate additional beams required for deck widening
- Repair delaminations on the piers and abutments
- Patch north slopewall
- Fill gap between south slopewall and abutment with CLSM
- Upgrade guard rail end sections to ET 2000

**Bridge Cross Section:**
The bridge superstructure will be replaced with a wider deck which will result in a beam layout different from the existing beam layout. See exhibit 6 for clarification sketches.

**Profile:**
The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**
The centerline of roadway location will match existing.

**Option 3:** Structure to be replaced.

**Bridge Scope**

Required area of full depth patching is 26% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. The cost of deck replacement is 70% the cost of superstructure replacement which exceeds the 50% guideline, therefore superstructure replacement would be required. Superstructure replacement is 54% the cost of structure replacement which is greater than the 50% guideline, therefore structure replacement is recommended.

The new deck would be 40' f-f of parapets. The new substructure would consist of one pier compared to three piers of the existing structure. Because of the increase in spans, steel plate girders would be used to maintain the vertical clearance to roadway below. A cost estimate for a new structure has been included in the exhibits.

**Bridge Cross Section:**
The bridge superstructure will be replaced with a wider deck and will consist of steel plate girders rather than precast prestressed concrete beams as in the existing structure. See exhibit 6 for clarification sketches.

**Profile:**
The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**
The centerline of roadway location will match existing.

## V. Maintenance of Traffic

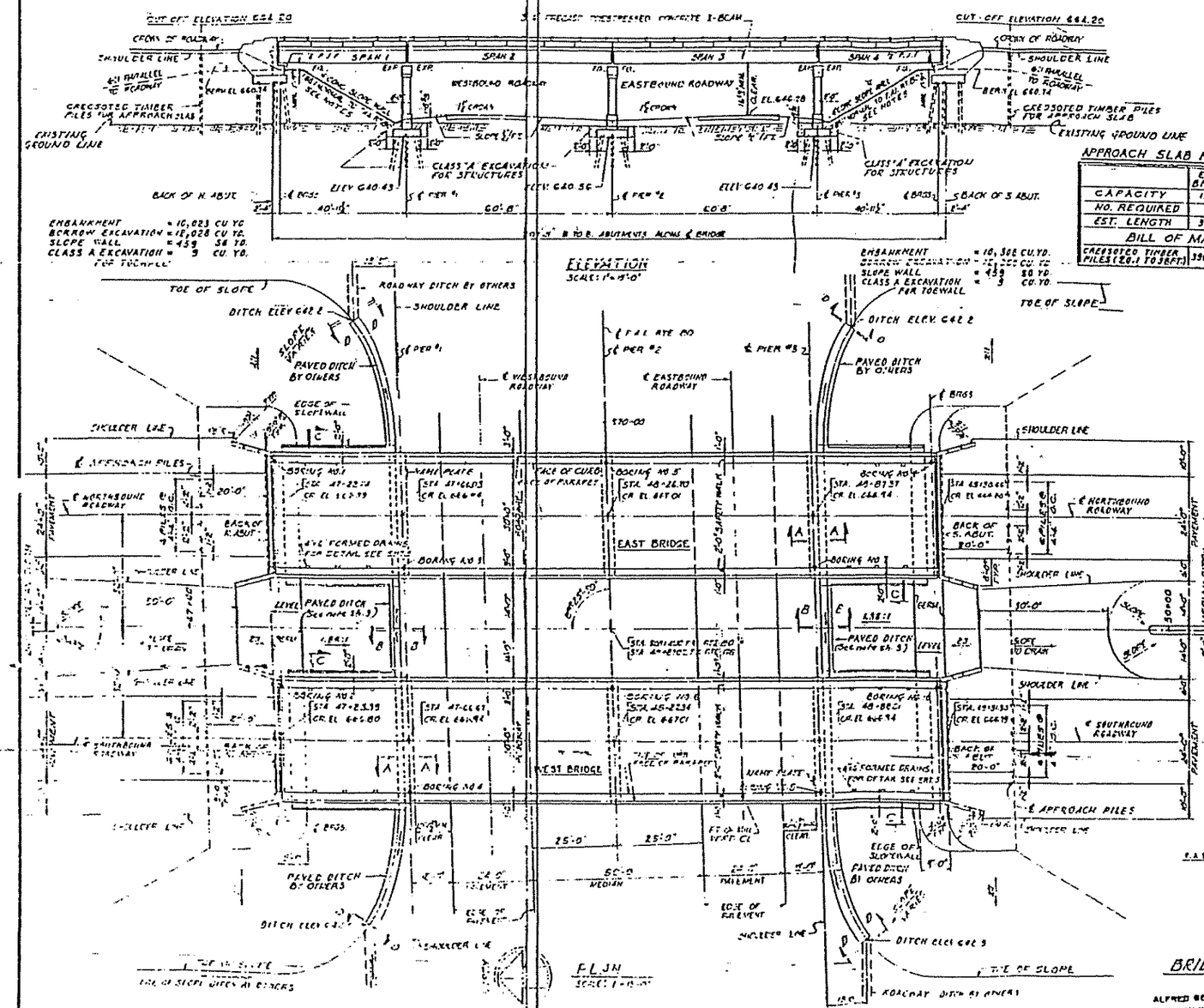
Traffic will be maintained utilizing stage construction during the proposed work.

## VI. Exhibits

1. Location Map
2. Existing Photos
3. Bridge Inspections
4. Microfilm Plans
5. Cost Analysis
6. Clarification Sketches
7. Infrared Deck Survey

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 80 | 50-2HB | LA SALLE | 22 | 2 |
| STA. | | TO STA. | | |

B.M. #1: ELEV. 658.64
M.K. SPIKE IN 18" CATALPA 100 LT. OF F.A.I. RTE 80 STA. 556+26
B.M. #5A: ELEV. 641.53
SPIKE IN POWER POLE 23' RT. OF F.A.I. RTE 178 STA. 401+24




## APPROACH SLAB PILE SCHEDULE

| | EAST BRIDGE | WEST BRIDGE |
|---|---|---|
| CAPACITY | 15 TONS | 15 TONS |
| NO. REQUIRED | 12 | 12 |
| EST. LENGTH | 33 FT. | 33 FT. |
| BILL OF MATERIAL | | |
| CREOSOTED TIMBER PILES (20.1 TO 35 FT.) | 396 LIN. FT. | 396 LIN. FT. |

## INDEX OF SHEETS

| SHEET No. | TITLE |
|---|---|
| 1. | TITLE SHEET. |
| 2 & 2A | GENERAL PLAN AND ELEVATION, TYPICAL SECTIONS |
| 3. | GENERAL NOTES, NAME PLATES AND QUANTITIES. |
| 4. | BORINGS. |
| 5. | DECK REINFORCEMENT PLAN. |
| 6. | DECK CROSS SECTIONS AND DIAPHRAGM DETAILS. |
| 7. | DETAILS OF 42 IN. PRECAST PRESTRESSED CONCRETE I-BEAMS. |
| 8 | FRAMING PLAN AND BEARING DETAILS. |
| 9. | HANDRAIL DETAILS. |
| 10. | NORTH AND SOUTH ABUTMENT AND WINGWALL DETAILS. |
| 11. | PIERS 1, 2 AND 3. |
| 12. | REINFORCEMENT BAR LISTS. |
| 13 | ABUTMENT PILES. |
| 14. | TOP OF SLAB ELEVATIONS. |
| 15. | ROAD PLAN AND PROFILE. FA 178 |
| 16 | ROAD PLAN AND PROFILE FAI 80 |
| 17. | CROSS SECTIONS |
| 18 | STANDARDS BHS 3110, 1977-8 |
| 19 | STANDARD 8153-1 |
| 20-22 | CROSS SECTIONS |

NOTES:
SLOPEWALLS ARE REINFORCED WITH WELDED WIRE FABRIC 6" x 6" MESH No. 4 WIRE, WEIGHING APPROX. 58# PER 100 SQ. FT.
FOR SECTIONS A-A, B-B, C-C, AND D-D SEE SHEET 3
FOR LOCATION OF NAME PLATES ON PIERS SEE SHEET 11

## ROAD CLASSIFICATION

| D.H.V. | TYPE | M.P.H. |
|---|---|---|
| 1095 | T | 70 |

## DESIGN LOAD

L.L. H20-S16-44
FUTURE D.L. ½ BIT. WEARING SURFACE

## DESIGN STRESSES

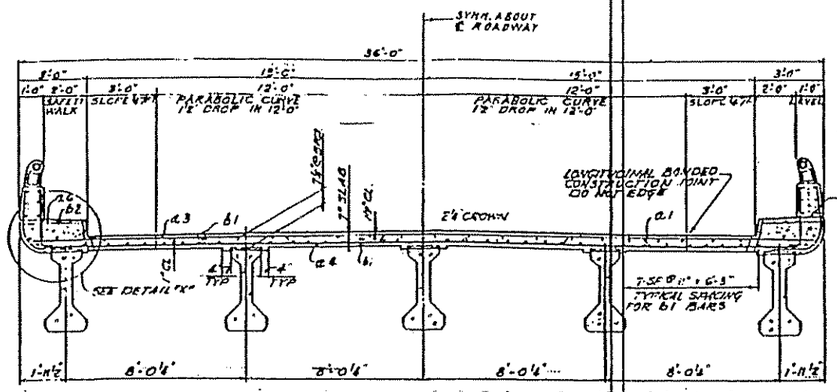
CONCRETE (CAST IN PLACE)
$f'_c$ = 3500 LBS. PER SQ. IN.
$f_c$ = 1400 LBS. PER SQ. IN.
$f_c$ = (WITH EARTH PRESSURE) 1000 LBS. PER SQ. IN.
$\gamma$ = (PER FOOTING) 23 LBS. PER SQ. IN.
n = 10
PRESTRESSED CONCRETE
$f'_c$ = 5000 LBS. PER SQ. IN.
$f'_{ci}$ = 4000 LBS. PER SQ. IN.
$f_c$ = 2000 LBS. PER SQ. IN.
REINFORCING STEEL
$f_s$ = 20,000 LBS. PER SQ. IN.
PRETENSIONING STEEL
$f_{su}$ = 242,000 LBS. PER SQ. IN.
$f_{si}$ = 173,600 LBS. PER SQ. IN.
PILE LOADS
ABUTMENT AND WINGWALLS = 30 TONS (CONCRETE)
APPROACH SLAB = 15 TONS (TIMBER)
PIERS = 20 TONS (TIMBER)

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WABASH AVENUE 706 CHICAGO ILLINOIS

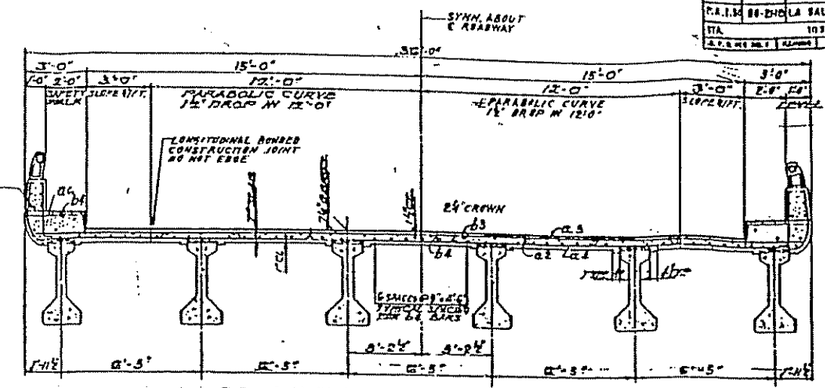
GENERAL PLAN AND ELEVATION
GRADE SEPARATION
F.A. ROUTE 178
OVER F.A.I. ROUTE 80
F.A. PROJECT I-80-3(31)76
F.A.I. ROUTE 80 SECTION 50-2HB
LA SALLE COUNTY
STATION 569+41.10

STD 8151 CHANGED TO STD 8153-1

| | | | | |
|---|---|---|---|---|
| F.A.I. 80 | 50-2H6 | LA SALLE | 22 | 6 |
| STA. | | TO STA. | | |




SPANS 1 & 4

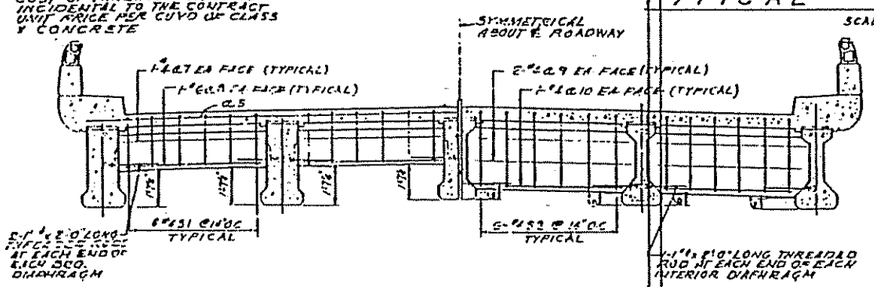



SPANS 2 & 3

## TYPICAL CROSS SECTIONS

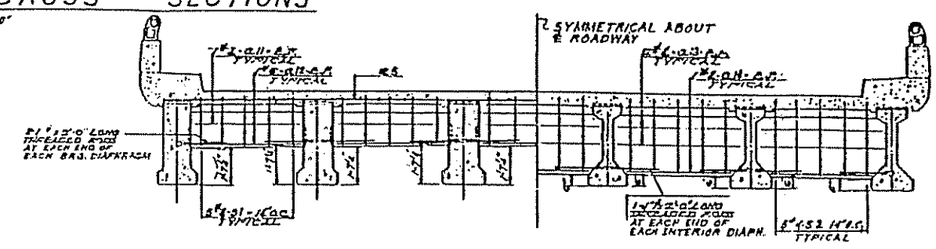
SCALE: ½"=1'-0"

NOTE: COST OF THREADED RODS IS INCIDENTAL TO THE CONTRACT UNIT PRICE PER CUYD OF CLASS Y CONCRETE




AT BEARINGS — AT INTERIOR

SPANS 1 & 4

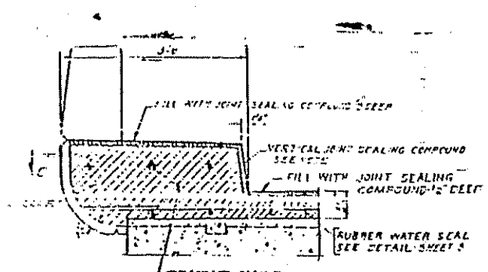



AT BEARINGS — AT INTERIOR

SPANS 2 & 3

## TYPICAL DIAPHRAGM DETAILS

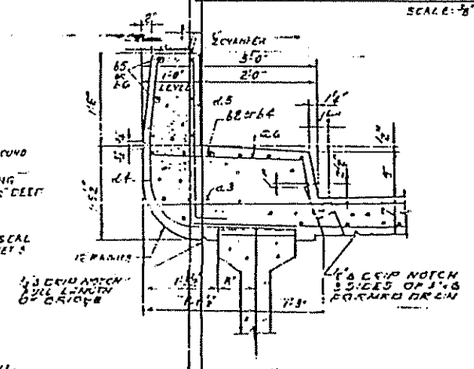
SCALE: ⅜"=1'-0"



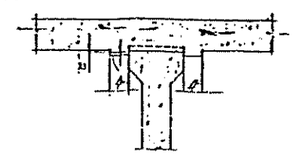

CURB DETAIL AT FIXED PIER

SCALE: 1"=1'-0"

NOTE: VERTICAL JOINTS SHALL BE SEALED WITH A BLACK TWO COMPONENT NON-SAG SEALANT COMPATIBLE WITH POLYSULFIDE & OHIO POLYMERS. NON-SAG WILL BE PERMITTED ONLY IF APPROVED BY THE ENGINEER.

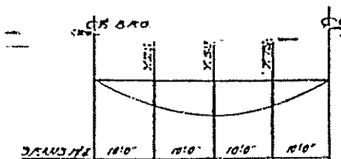



DETAIL "X" AND DRAIN DETAIL



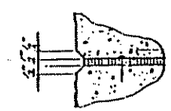
STANDARD FILLET DETAIL

AFTER ALL PRECAST PRESTRESSED BEAMS HAVE BEEN ERECTED ELEVATIONS OF THE TOP OF FLANGES OF THE BEAMS SHALL BE TAKEN AT THE STATIONS SHOWN ON SHEET 14. THESE ELEVATIONS SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION SHOWN ON SHEET 14, MINUS FLOOR THICKNESS EQUALS THE DIMENSION "C". A POSITIVE VALUE OF "C" EQUALS THE FILLET HEIGHT ABOVE THE TOP OF THE BEAM. A NEGATIVE VALUE OF "C" EQUALS THE EMBEDMENT OF THE BEAM ABOVE THE THEORETICAL BOTTOM OF SLAB ELEVATION.




DL DEFLECTION DIAGRAMS

WEIGHT OF PRESTRESSED I-BEAM NOT INCLUDED



SECTION "C"

### TABLE OF "Y" DIMENSIONS

| "Y" BEAMS | SPANS 1 & 4 Y.25 | Y.50 | Y.75 | SPANS 2 & 3 Y.25 | Y.50 | Y.75 |
|---|---|---|---|---|---|---|
| EXTERIOR | ¼" | 5/16" | ⅜" | 5/16" | ¼" | 5/16" |
| INTERIOR | ⅛" | ⅛" | ⅛" | ⅛" | ⅛" | 3/16" |

NOTE: THE ABOVE DEFLECTIONS ARE NOT FOR USE IN THE FIELD IF THE ENGINEER IS READING FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS SHOWN ON SHEET 14.

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
18 S. 10TH WABASH AVENUE 70 E. CHICAGO, ILLINOIS

DECK CROSS SECTIONS AND DIAPHRAGM DETAILS
GRADE SEPARATION
F.A. ROUTE 178
OVER F.A.I. ROUTE 80
F.A. PROJECT
F.A.I. ROUTE 80 SECTION 50-2H6
LA SALLE COUNTY
STATION 569+41.10

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STRUCTURE INFORMATION SYSTEM
MASTER REPORT
INVENTORY DATA



STRUCTURE NUMBER: 050 - 0077 DIST: 3

FACILITY CARRIED: ILL 251
FEATURE CROSSED: I 80
BRIDGE REMARKS:
BRIDGE STATUS: OPEN - NO RESTRICT
STATUS REMARKS:
MAINT COUNTY: LASALLE MAINT TOWNSHIP: PERU
MAINT RESPONSIBILITY: I.D.O.T.
SERVICE ON/UNDER: SECOND LEVEL INTERCHANGE / HIGHWAY

REPORTING AGENCY: I.D.O.T. - BUREAU OF MAINTENANCE
MAIN SPAN MAT"L/TYPE: PRESTRESS CONCRETE / STRINGER/MULTI-BEAM/GIRDER
NUMBER OF SPANS: (MAIN SPANS) - 04 (APPROACH SPANS) - 00
*** APPROACHES ***
NEAR #1 MAT"L/TYPE: /
NEAR #2 MAT"L/TYPE: /
FAR #1 MAT"L/TYPE: /
FAR #2 MAT"L/TYPE: /
MEDIAN WIDTH/TYPE: 00 FT. NONE RATED BY: IDOT RATING METHOD: LOAD FACTOR
GUARDRAILS L/R: NONE NONE INVENTORY RATING: HS 31.1 ( 256 ) RATING DATE: 08/12/1999
TOLL FACILITY: NO TOLL OPERATING RATING: HS 55.0 ( 299 )
LATITUDE: 41 D 21 M 56.33 S LONGITUDE: 89 D 07 M 32.00 S DESIGN LOAD: HS20

BRIDGE NAME:
LOCATION: JC ILL 251 & I-80
BRIDGE STATUS DATE: 04 / 1988

SUFFICIENCY RATING: 078.6
HBRRP ELIGIBLE: YES
REPLACED BY: 000 - 0000
REPLACES: 000 - 0000
LAST UPDATE DATE: 12/22/2003
PARALLEL STRUCTURE: NONE
MULTI-LEVEL STRUC NUMBER:
SKEW DIR: NONE
SKEW ANGLE: 00 00 00
STRUCTURE FLARED: NO
HISTORICAL SIGNIFICANCE: NO
BORDER BRIDGE STATE:
BDR STATE SN:
BDR STATE % RESPONSIBILITY: 00
STRUCTURAL STEEL WT: 000000000
SUBSTRUCTURE MATERIAL:

STRUCTURE LENGTH: 208.0 SIDEWALKS UNDER STRUCTURE: NONE
AASHTO BRIDGE LENGTH: 99.9 SIDEWALK WIDTH RIGHT: 0.0 CULVERT FILL DEPTH: 0.0 *** RAILROAD CROSSING INFO ***
LENGTH OF LONG SPAN: 61.0 SIDEWALK WIDTH LEFT: 0.0 CULVERT CELLS(COUNT): 0 CROSSING 1 NBR:
BRIDGE ROADWAY WIDTH: 30.0 NAVIGATION CONTROL: N/A CULVERT OPENING AREA: 0.0 CROSSING 2 NBR:
APPR ROADWAY WIDTH: 48.0 NAVIGATION HORZ CLEAR: 0000 CULVERT CELL HEIGHT: 0.00 RR LATERAL UNDERCLEAR: 0.0
DECK WIDTH: 35.9 NAVIGATION VERT CLEAR: 000 CULVERT CELL WIDTH: 0.00 RR VERT UNDERCLEAR: 00 FT 00 IN
DECK STRUCTURE TYPE: CIP CON NRMLLY FORM DECK STRUCTURE THICKNESS: 7.0

---

*** * * K E Y R O U T E O N D A T A * * ***

KEY ROUTE NBR: FEDERAL-AID URBAN 6101 STATION: 1.10
APPURTENANCES: MAIN ROUTE 0.000 SEGMENT:
INVENTORY COUNTY: LASALLE LINKED: YES
TOWNSHIP/ROAD DIST: PERU
MUNICIPALITY: PERU
URBAN AREA: LASALLE
FUNCTIONAL CLASS: MINOR ARTERIAL (URBAN) NATIONAL HWY SYSTEM: NOT ON
INVENTORY DIRECTION: SOUTH

| ** CLEARANCES ** | SOUTH/EAST | NORTH/WEST |
|---|---|---|
| MAX. RDWY WIDTH: | 30.0 FT | |
| HORIZONTAL: | 36.0 FT | 0.0 FT |
| MIN VERTICAL: | 99 FT 11 IN | 00 FT 00 IN |
| 10 FT VERTICAL: | 99 FT 11 IN | 00 FT 00 IN |
| LATERAL: | | |

ADT YR/COUNT: 2003 / 006850
TRUCK PERCENTAGE: 8
NUMBER OF LANES: 02
ONE OR TWO WAY: ONE-WAY
BYPASS LENGTH: 01
FUTURE ADT YR/COUNT: 2022 / 10900
DESIGNATED TRUCK ROUTE: CLASS 2
SPECIAL SYSTEMS: NO

*** * * K E Y R O U T E U N D E R D A T A * * ***

FEDERAL-AID INTERSTATE 0080 STATION: 2.02
MAIN ROUTE 0.000 SEGMENT:
LASALLE LINKED: YES
PERU
PERU
LASALLE
INTERSTATE, FAI NATIONAL HWY SYSTEM: ON
INVENTORY DIRECTION:

| | SOUTH/EAST | NORTH/WEST |
|---|---|---|
| | 0.0 FT | |
| | 57.7 FT | 57.7 FT |
| | 16 FT 01 IN | 16 FT 00 IN |
| | 16 FT 01 IN | 16 FT 00 IN |
| | 0.3 FT | 19.3 FT |

ADT YR/COUNT: 2003 / 024200
TRUCK PERCENTAGE: 37
NUMBER OF LANES: 04
ONE OR TWO WAY: TWO-WAY
BYPASS LENGTH: 01
FUTURE ADT YR/COUNT: 2024 / 48600
DESIGNATED TRUCK ROUTE: CLASS 1
SPECIAL SYSTEMS: YES

---

***** M A R K E D R O U T E O N D A T A *****

| | DESIGNATION | KIND | NUMBER |
|---|---|---|---|
| ROUTE #1 | MAINLINE | STATE HIGHWAY | 0251 |
| ROUTE #2 | | | |
| ROUTE #3 | | | |

***** M A R K E D R O U T E U N D E R D A T A *****

| DESIGNATION | KIND | NUMBER |
|---|---|---|
| MAINLINE | INTERSTATE | 0080 |

---

STRUCTURE NUMBER: 050 - 0077 DIST: 3

## * * * D A T A R E L A T E D T O I N S P E C T I O N I N F O R M A T I O N * * *

*** INSPECTION INTERVALS ***

ROUTINE NBIS: 24 MOS UNDERWATER: 00 MOS
FRACTURE CRITICAL: 00 MOS SPECIAL: 00 MOS

*** MAXIMUM ALLOWABLE POSTING LIMITS ***

ONE TRUCK AT A TIME:
SINGLE UNIT VEHICLES: TONS
BRIDGE POSTING LEVEL: NO POSTING REQUIRED
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS

## * * * I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE 01/13/2004 SPECIAL INSPECTION DATE: 00/00/0000
INSPECTION TEMPERATURE: +29 DEG. F.

DECK: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
BRIDGE RAILING APPRAISAL: 3 MEETS STANDARDS
APPROACH GUARDRAIL: 3 3 2 ACCEPTABLE ACCEPTABLE NOT ACCEPTABLE
SUPERSTRUCTURE: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
SUBSTRUCTURE: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
CHANNEL AND PROTECTION: N NOT APPLICABLE
CULVERT: N NOT APPLICABLE
STRUCTURAL EVALUATION: 6 EQUAL TO PRESENT MINIMUM CRITERIA
DECK GEOMETRY: 4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
UNDERCLEARANCE-VERT,LAT: 3 INTOLERABLE - HIGH PRIORITY FOR CORRECTION
WATERWAY ADEQUACY: N NOT APPLICABLE
APPROACH RDWY ALIGN: 6 EQUAL TO PRESENT MINIMUM CRITERIA
PIER NAVIG PROTECTION: N N/A
INSPECTED BY (NAME): Stanford & Mahaffey
INSPECTION REMARKS: 2004 PIER CAPS HAVE REBAR SHOWING EXP JTS ARE LEAKING. BEAM ENDS CRACKED & SPAL LING.

*** ACTUAL POSTED LIMITS ***

SINGLE UNIT VEHICLES: TONS
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS
POSTED ONE TRUCK AT A TIME:

UTILITIES ATTACHED: ELECTRIC

DECK WEARING SURFACE: BITUMINOUS OVERLAY
DECK MEMBRANE: WATERPROOF MEM SYST
DECK PROTECTION: NONE
TOTAL DECK THICKNESS: 08.5 IN

LAST PAINT DATE 00/0000 LAST PAINT TYPE

## * * * U N D E R W A T E R I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE: 00/00/0000 INSPECTION CATEGORY:
TEMPERATURE: +0 F. INSPECTION METHOD:
INSPECTED BY: APPRAISAL RATING:
INSPECTION REMARKS:

## * * * S C O U R C R I T I C A L I N F O R M A T I O N * * *

APPRAISAL RATING: EVALUATION METHOD:
ANALYSIS DATE: 00/00/0000 ANALYSIS BY (NAME):

## * * * * * M I S C E L L A N E O U S * * * * *

FRAC CRIT: NO INSP. DATE: / / APPR:
MICROFILM: YES

## *** C O N S T R U C T I O N I N F O R M A T I O N ***

YEAR: 1961 ORIGINAL 0000 RECONSTRUCTED
ROUTE: FAI-80 STA: 569+41.10 STA:
SECTION NBR: 50-2HB
CONTRACT NBR:
FED AID PR #: I 0803031076
BUILT BY: I.D.O.T.

## *** W A T E R W A Y I N F O R M A T I O N ***

FLOOD DESIGN FREQUENCY: 000 YRS DRAINAGE AREA: 00000000.0 ACRE
FLOOD DESIGN Q (CFS): 0000000
FLOOD DESIGN NAT H W E: 0.00 FLOOD BASE Q (C F S): 0000000
FLOOD DES OPEN PROP: 0000000 SF FLOOD BASE NAT H W E: 0.00

## * * * P R O P O S E D I M P R O V E M E N T S * * *

COST ESTIMATE YEAR: 1998 LENGTH: 000208
TYPE OF WORK: OTHER STRUCTURE WORK

DONE BY: CONTRACT
REMARKS: DATA FROM OPP 2/24/99

*** COSTS IN DOLLARS ***

BRIDGE IMPROVEMENT COST: $ 149,000
ROADWAY IMPROVEMENT COST: $ 15,000

TOTAL PROJECT COST: $ 179,000

# Bridge Inspection Form

Pontis Format

S.N. 000 050-0077 11394

Inspection Date: 3-17-07

Inspected By: [illegible]

Calculations By: F.F. & C.G.

A Deck Survey is Required

Traffic Over
ADT: 5,004
ADTT: 701

Traffic Under
ADT: 20,800
ADTT: 6,240

Facility Carried: IL 251 (SB)

Feature Crossed: I-80

Location: I-80 & IL 251 Interchange

Main Spans: 4

Approach Spans:

Quantity of Deteriorated Bridge Deck:

| Elem | Description | Page | Env | Qty | Units | Quantity in Condition State 1 | 2 | 3 | 4 | 5 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | Conc Dk Protected w/AC Overlay | 3 | 3 | 7,350 | S.F. | [illegible] | 125 | [illegible] | | | |
| 109 | P/S Concrete Open Girder | 17 | 3 | 1,142 | L.F. | [illegible] | | | | | |
| 237 | P/S Concrete Beam Ends @ Deck Joints | 17 | 3 | 44 | EA. | | 12 | [illegible] | | | |
| 205 | Concrete Column or Pile Extension | 18 | 3 | 940 | S.F. | [illegible] | 12 | 40 | | | |
| 210 | Concrete Pier Wall | 18 | 3 | 903 | S.F. | [illegible] | [illegible] | [illegible] | | | |
| 215 | Concrete Abutment Wall & Wing Wall | 18 | 3 | 644 | S.F. | [illegible] | 40 | [illegible] | | | |
| 234 | Concrete Pier or Abutment Cap | 18 | 3 | 186 | L.F. | 171 | 40 | | | | |
| 302 | Preformed Joint Seal | 28 | 3 | 72 | L.F. | | [illegible] | | | | |
| 304 | Open Expansion Joint | 30 | 3 | 108 | L.F. | | | 108 | | | |
| 311 | Moveable Steel Bearing @ Deck Joints | 37 | 3 | 44 | EA. | | | [illegible] | | | |
| 323 | Concrete Approach Pavement | 42 | 3 | 2 | EA. | | 2 | | | | |
| 330 | Metal Bridge Railing | 43 | 3 | 408 | L.F. | [illegible] | | | | | |

SUFFICIENCY RATING 78.6

Illinois Department of Transportation

# Bridge Inspection Report



| Mo. | Day | Yr. | Temp. | Inspector |
|---|---|---|---|---|
| 11 | 14 | 2000 | 30° | M. HARDEN / M. D. BEROSEK |
| 03 | 12 | 02 | 45 | HARDEN STANFORD, MELLENDORF |

MN B

**050 - 0077**

ILL 251 ; JC ILL 251 & I-80
over I 80
Spans = 4 Built 1961

Year 00 02

Remarks

108A Wearing Surface Type: G
108C Deck Protection: J
108B Type of Membrane: A 7-C
108D Total Deck Thickness: 8 1/2 1 1/2-

| Deck | Element Rating | Remarks |
|---|---|---|
| Wearing Surface | 3 3- | MINOR SPALLS - JOINTS AND DRIVING LANES |
| Deck Structural Condition | 3 3 | GOOD - NO OUTSTANDING FAULTS |
| Curbs | 2 3 | FAIR+ " " " |
| Median | — — | |
| Sidewalks | — — | |
| Parapet | 3 3 | CURB MOUNTED RAIL - 2399 (STD R-31) |
| Railing | 4 3 | " " " " " " |
| Drains | 4 4 | EXTENDED |
| Light Standards | — — | |
| Expansion Joints | 3 3- | MEAS Opening |

58 Condition Rating: 6 6

Bridge Railing Appraisal

| | 2000 | 02 | | | |
|---|---|---|---|---|---|
| 36 Condition Rating | 3 3 3 2 | 3 3 3 2 | | | |

#27

| Superstructure | | |
|---|---|---|
| Bearing Devices | 2 2 | SOUTH ABUTMENT - MORE RUST |
| Stringers | — — | |
| Girders or Beams | 3 3 | UNCHANGED FROM LAST INSPECTION - MNR 2000 |
| Diaphragms or Braces | 3 3 | " |
| Crack Leaching | 3 3 | " |
| Joints (Leakage or Cond.) | 2 2 | " |
| 59C Util. 9 — — | 4 3 | " |
| Trusses | — — | |
| Portals and Bracing | — — | |
| Drainage System | — — | |
| Paint | — — | 59A MO/YR: 59B Code: 1 2 3 H |
| Color: Facia ____ Inter ____ Rail ____ | | |
| Rivets or Bolts | — — | |
| Weld Cracking | — — | |
| Rust | — — | Worst % Loss % |
| Timber (Decay, Damage) | — — | |
| Concrete Cracking | 3 3 | |
| Collision Damage | 4 4 | NONE |
| LL Deflec & Vibration | 4 4 | |
| Alignment of Members | 4 4 | |

59 Condition Rating: 6 6

BM-BIR-1 ( Rev. 1/90)

# Bridge Inspection Report



Bridge No. 050 - 0077

| Year | 0002 | | |
|---|---|---|---|

| Substructure | Element Rating | | | | | Remarks |
|---|---|---|---|---|---|---|
| Abutments-Wing | 3 | 3 | | | | UNCHANGED FROM LAST INSPECTION - MAR 2000 |
| Backwall | 3 | 3 | | | | " |
| Bearing Seat | 3 | 3 | | | | |
| Stem | — | — | | | | |
| Slopes | 3 | 3 | | | | |
| Erosion | 3 | 3 | | | | |
| Settlement | 4 | 4 | | | | |
| Piers or Bents | 3 | 3 | | | | |
| Cap | 3 | 3- | | | | DELAMS & SPALLS |
| Column | 3 | 3 | | | | " " |
| Crash Walls | 3 | 3 | | | | |
| Scour | — | — | | | | |
| Settlement | 4 | 4 | | | | |
| Fender Systems | — | — | | | | |
| Steel Corrosion | — | — | | | | |
| Timber Decay, etc. | — | — | | | | |
| Debris on Seat | — | — | | | | |
| Paint | — | — | | | | |
| Collision Damage | — | — | | | | |
| 60 Condition Rating | 6 | 6 | | | | |

## Channel & Channel Protection

| | | | | | |
|---|---|---|---|---|---|
| Scour of Channel | — | — | | | |
| Erosion of Banks | — | — | | | |
| Drift | — | — | | | |
| Vegetation | — | — | | | |
| Change in Channel | — | — | | | |
| Spur Dykes & Jetties | — | — | | | |
| Rip Rap or Slope Wall | — | — | | | |
| 61 Condition Rating | — | — | | | |

## Pier & Abutment Protection

| | | | | | |
|---|---|---|---|---|---|
| 111 Condition Rating | — | — | | | |

## Culverts

| | | | | | |
|---|---|---|---|---|---|
| Wing Walls | — | — | | | |
| Head Walls | — | — | | | |
| Top Slab | — | — | | | |
| Walls | — | — | | | |
| Floor | — | — | | | |
| Siltation | — | — | | | |
| Settlement | — | — | | | |
| Scour | — | — | | | |
| 62 Condition Rating | — | — | | | |

# Bridge Inspection Report



Bridge No. 050 - 0077

Year 0002

## Waterway Adequacy

71 Appraisal Rating — —

## Approach Roadway Alignment

72 Appraisal Rating 7 6 — ILL 251 SOUTHBOUND

| | |
|---|---|
| 72 A Condition Rating | 6 6 |
| Riding Quality | 3 3 |
| Settlement | 3 3 |
| Structural Condition | 3 3 |
| Relief Joints | — — |

## Posting

| | | | | | |
|---|---|---|---|---|---|
| Year | | | | | |
| 70A2 Inspectors Rating | | | | | |
| 70B2 Inspectors Rating | | | | | |
| 70C2 Inspectors Rating | | | | | |
| 70D2 Inspectors Rating | | | | | |

70A2 = Single Unit Vehicle
70B2 = Combination Type 3S- 1, 3 or 4 axles
70C2 = Combination Type 3S- 2, 5 or more axles
70D2 = One Truck at a Time

## Proposed Maintenance Repair

| Repair Code | Repair Description | Asgd to Code | Priority Code | Quantity | Unit Cost | Date Cmpl |
|---|---|---|---|---|---|---|
| | | | | | | |

AGENCY CODES:
TS - DISTRICT TEAM SECTION
BC - DISTRICT BRIDGE CREW
DL - DAY LABOR
MC - MAINTENANCE CONTRACT
RC - REPAIR FOR REHAB CONTRACT

PRIORITY CODES:
1 - DO THIS YEAR
2 - SHOULD DO THIS YEAR
3 - WHEN CONVENIENT

Year 0001

# Bridge Inspection Report



Bridge No. 050- 0077

Additional Remarks

2000 — N.E. QUADRANT EXPANSION JOINT REPAIR IN PLACE WITH MINOR CRACKING.

ALL BEAM ENDS SHOW SOME MINOR TO VERY MINOR CRACKS. SOME BEAM ENDS HAVE SECTION LOSS ON OUTER EDGES OF BOTTOM FLANGE OVER BEARINGS.

ALL BEARINGS "RUSTED" BUT IN PLACE.

PIER CAPS HAVE MINOR SPALLS/DELAMINATIONS WITH EXPOSED REINFORCEMENT AS WELL AS PIER COLUMNS.

* THIS STRUCTURE IS UNCHANGED FROM LAST INSPECTION. NO FRESHLY FALLEN OR SPALLED CONCRETE. BITUMINOUS OVERLAY NEEDS MINOR SPALLS FILLED ON DECK AND ON APPROACHES AT EXPANSION JOINTS NORTH AND SOUTH - MNB.

2002 PREVIOUS CONCRETE REPAIR @ PIER CAPS IS FAILING
CONCRETE IS CRACKED AND SPALLING @ CONCRETE BRIDGE RAILING ALONG ALUM. GUARDRAIL MOUNTING AREAS.
MINOR LEAKAGE @ DECK SOFFIT CONST. JOINTS.

# Illinois Department of Transportation

## Memorandum

| | | | |
|---|---|---|---|
| To: | James J. Jereb | Attn: | L. Schaub/S. Ferguson |
| From: | Ralph E. Anderson | By: | Todd E. Ahrens |
| Subject: | Bridges and Structures | | |
| Date: | December 28, 2001 | | |

FAI Route 80
Section (50-2) RS-4 & (50-3) RS-5
LaSalle County

P-93-065-00
SN 050-0077 (SB)
SN 050-0078 (NB)

IL 251 over I-80

We have received the Bridge Condtion Report (BCR) submitted with your memorandum dated September 24, 2001, recommending total structure replacement.

After reviewing the BCR and existing plans, we have the following comments and recommendations:

1. We concur with your recommendation for a total structure replacement based on the poor condition of the existing structure and a cost analysis. Please note that our revised cost percentage of superstructure replacement to total replacement is approximately 60%.

2. The proposed overall length, number of spans, beam type and spacing shall be determined during the TSL plan phase. A Proposed Bridge Drawing should be transmitted to our office for insertion the Reports.

3. Stage construction appears feasible.

4. The proposed bridge width of 40'-0" is applicable based on its classification as a Principal Arterial according to Heather Leskanich from your office

The BCR is approved subject to these comments. Please note that four structure borings (as shown in the attached sheet) will be required.

TAC/kcp240

# BRIDGE CONDITION REPORT

FAI 80
Section (50-2)RS-4 & (50-3)RS-5
LaSalle County
P93-065-00

IL 251 NB over I-80

S.N. 050-0078

Prepared By

CHAMLIN
ASSOCIATES
PERU ILLINOIS MORRIS

# Table of Contents

I. Geographical and Administrative Description
II. Physical Description of Existing Structure
III. Field Inspection and Physical Evaluation
IV. Summary Statement and Proposed Scope of Work
V. Maintenance of Traffic Discussion
VI. Exhibits

## I. Geographical and Administrative Description

**Feature carried**

Marked route designation: ILL 251 NB
Common name:
Functional classification: Minor Arterial (urban)

**Feature crossed:** FAI - 80

**Location**

County: LaSalle
Township: Peru
Municipality: Peru
Location Map: See Exhibit 1

**Bridge**

Structure Number
Existing: 050 - 0078
Proposed: 050 - 0078
Section number: 50-2HB
History: Built 1961 under FAI-80 Sta. 569+41.10

**Speed**

Posted: 45 mph
Design: 50 mph

**Traffic**

ADT
Existing: 6100 (2000)
Proposed: 10400 (2022)
Breakdown: SU 5.0% MU 5.8% PC 89.2%

## II. Physical Description of Existing Structure

**Bridge**

Type: 4 simple spans, prestressed concrete I-beams
Length: 208'

Skew: None
Wearing surface
Type: I-11 overlay and waterproofing system
Thickness: 1½"

**Ratings**

Sufficiency: 77.6
Inventory: 56 Ton (HS 31.1)
Operating: 99 Ton (HS 55.0)

**Cross section**

Structure: Deck Width = 36.0'
Approach: Rdwy Width = 48.0'

**Roadway Alignment**

Profile: See Exhibit 4 for existing plans.
Horizontal: See Exhibit 4 for existing plans.

## III. Field Inspection and Physical Evaluation

### Deck

The structure was constructed in 1961 with a 7" concrete deck. An I-11 overlay and waterproofing membrane system were added at a later date. A 1991 contract stripped the I-11, patched the deck, and replaced the waterproofing and I-11 overlay. Galvanized box beam bridge railing was added under the contract and blocks access to the safety walk. The I-11 is spalled, potholed, cracked, and patched. The bridge file information confirms that no asbestos is present in the waterproofing membrane or wearing surface. The abutment expansion joints have extensive I-11 cracking and patching on the approach side. The median pier expansion joint sealer has failed and it has been extensively patched with cold mix material. There is no expansion seal material in the north and south abutments. The curb has been patched and there are cracks and spalls at the railing attachments to it. The drains have been extended. Top of parapets are cracked and spalled where railing posts attach; this appears to be caused by thermal expansion of the railing. Guard rail end sections need to be updated to current standard. Approach guard rail is not attached to the northeast rail. An infrared deck survey indicates 1353 sq. ft. (18% of deck) of partial depth patching and 2068 sq. ft. (28% of deck) of full depth patching.

### Superstructure

The deck, beams, and diaphragms are wet, cracked, and spalled under the expansion joints. Broken conduit brackets and electrical box for I-80 roadway sign on east fascia need to be replaced.

### Substructure

The abutment backwalls and caps are wet and have hairline cracks. The piers have wet, cracked, and spalled areas. The bearings are heavily rusted. The slopewalls have settled and cracked.

### Waterway/General Hydraulics

The structure carries Ill 251 NB over I-80. There is no waterway information.

## IV. Summary Statement and Proposed Scope of Work

**Option 1:** Bridge deck to be replaced and substructure repaired.

**Bridge Scope**
Required area of full depth patching is 28% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. In addition the following work would be necessary.

- 40' f-f of parapets to be used for deck width
- Increase lengths of abutments and pier caps to accommodate an additional outside beam required for deck widening
- Repair delaminations on the piers
- Patch north slopewall
- Repair beam end deterioration
- Upgrade guard rail end sections to ET 2000
- The bearings shall be cleaned and painted on a separate paint only contract

**Bridge Cross Section:**
The bridge deck will be replaced with a wider deck which results in an additional outside beam. See exhibit 6 for clarification sketches.

**Profile:**
The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**
The roadway centerline will be shifted 6 ½" to the east to minimize number of beams required.

**Option 2:** Superstructure to be replaced and substructure repaired

**Bridge Scope**

Required area of full depth patching is 28% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. Deck replacement cost is 70% the cost of superstructure replacement which exceeds the 50% guideline, therefore superstructure replacement would be called for. In addition to superstructure replacement the following work would be necessary.

- 40' f-f of parapets to be used for deck width
- Increase lengths of abutments and pier caps to accommodate additional beams required for deck widening
- Repair delaminations on the piers
- Patch north slopewall
- Upgrade guard rail end sections to ET 2000

**Bridge Cross Section:**

The bridge superstructure will be replaced with a wider deck which will result in a beam layout different from the existing beam layout. See exhibit 6 for clarification sketches.

**Profile:**

The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**

The centerline of roadway location will match existing.

**Option 3:** Structure to be replaced.

**Bridge Scope**

Required area of full depth patching is 26% of deck area. Because full depth patching area exceeds 15% of total deck area the soundness of the remaining deck is questionable, therefore removal and replacement of deck slab would be necessary according to Guidelines for Bridge Deck Repair Projects. The cost of deck replacement is 70% the cost of superstructure replacement which exceeds the 50% guideline, therefore superstructure replacement would be required. Superstructure replacement is 54% the cost of structure replacement which is greater than the 50% guideline, therefore structure replacement is recommended.

The new deck would be 40' f-f of parapets. The new substructure would consist of one pier compared to three piers of the existing structure. Because of the increase in spans, steel plate girders would be used to maintain the vertical clearance to roadway below. A cost estimate for a new structure has been included in the exhibits.

**Bridge Cross Section:**
The bridge superstructure will be replaced with a wider deck and will consist of steel plate girders rather than precast prestressed concrete beams as in the existing structure. See exhibit 6 for clarification sketches.

**Profile:**
The proposed bridge profile will match the existing profile.

**Horizontal Alignment:**
The centerline of roadway location will match existing.

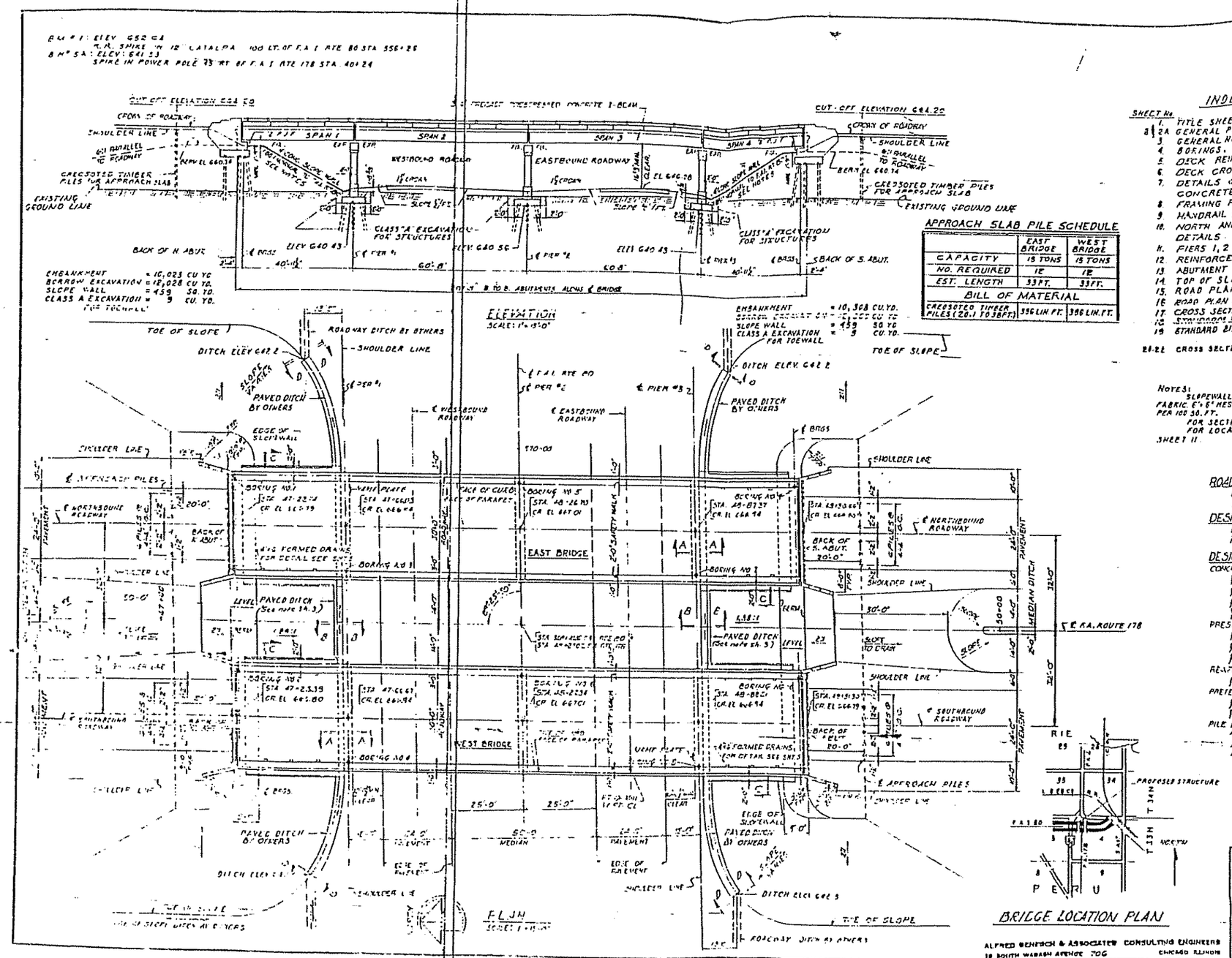
## V. Maintenance of Traffic

Traffic will be maintained utilizing stage construction during the proposed work.

## VI. Exhibits

1. Location Map
2. Existing Photos
3. Bridge Inspections
4. Microfilm Plans
5. Cost Analysis
6. Clarification Sketches
7. Infrared Deck Survey

| | | | | |
|---|---|---|---|---|
| F.A.I. 80 | 50-2HB | LA SALLE | 22 | 2 |
| CTA | | TO STA | | |




## APPROACH SLAB PILE SCHEDULE

| | EAST BRIDGE | WEST BRIDGE |
|---|---|---|
| CAPACITY | 15 TONS | 15 TONS |
| NO. REQUIRED | 12 | 12 |
| EST. LENGTH | 33 FT. | 33 FT. |
| BILL OF MATERIAL | | |
| CREOSOTED TIMBER PILES (20.1 TO 38 FT.) | 396 LIN. FT. | 396 LIN. FT. |

## INDEX OF SHEETS

| SHEET No. | TITLE |
|---|---|
| 1. | TITLE SHEET. |
| 2 & 2A | GENERAL PLAN AND ELEVATION, TYPICAL SECTIONS |
| 3. | GENERAL NOTES, NAME PLATES AND QUANTITIES. |
| 4. | BORINGS. |
| 5. | DECK REINFORCEMENT PLAN |
| 6. | DECK CROSS SECTIONS AND DIAPHRAGM DETAILS. |
| 7. | DETAILS OF 42 IN. PRECAST PRESTRESSED CONCRETE I-BEAMS. |
| 8. | FRAMING PLAN AND BEARING DETAILS. |
| 9. | HANDRAIL DETAILS. |
| 10. | NORTH AND SOUTH ABUTMENT AND WINGWALL DETAILS. |
| 11. | PIERS 1, 2 AND 3. |
| 12. | REINFORCEMENT BAR LISTS. |
| 13. | ABUTMENT PILES. |
| 14. | TOP OF SLAB ELEVATIONS. |
| 15. | ROAD PLAN AND PROFILE. FA 178 |
| 16. | ROAD PLAN AND PROFILE FAI 80 |
| 17. | CROSS SECTIONS |
| 18. | STANDARDS 2110, 2115, 1971-2 |
| 19. | STANDARD 2153-1 |
| 21-22 | CROSS SECTIONS |

NOTES:
SLOPEWALLS ARE REINFORCED WITH WELDED WIRE FABRIC. 6" x 6" MESH No. 4 WIRE, WEIGHING APPROX. 58# PER 100 SQ. FT.
FOR SECTIONS A-A, B-B, C-C, AND D-D SEE SHEET 3.
FOR LOCATION OF NAME PLATES ON PIERS SEE SHEET 11.

## ROAD CLASSIFICATION

| D.H.V. | TYPE | M.P.H. |
|---|---|---|
| 1095 | T | 70 |

## DESIGN LOAD

L.L. H20-S16-44
FUTURE D.L. ½ BIT. WEARING SURFACE

## DESIGN STRESSES

CONCRETE (CAST IN PLACE)
$f_c$ = 3500 LBS. PER SQ. IN.
$f_c$ = 1400 LBS. PER SQ. IN.
$f_c$ = (WITH EARTH PRESSURE) 1000 LBS. PER SQ. IN.
$v$ = (PIER FOOTING) 75 LBS. PER SQ. IN.
$n$ = 10

PRESTRESSED CONCRETE
$f_c$ = 3000 LBS. PER SQ. IN.
$f_{ci}$ = 4000 LBS. PER SQ. IN.
$f_c$ = 2000 LBS. PER SQ. IN.

REINFORCING STEEL
$f_s$ = 20,000 LBS. PER SQ. IN.

PRETENSIONING STEEL
$f_{su}$ = 248,000 LBS. PER SQ. IN.
$f_{si}$ = 173,600 LBS. PER SQ. IN.

PILE LOADS
ABUTMENT AND WINGWALLS = 30 TONS (CONCRETE)
APPROACH SLAB = 15 TONS (TIMBER)
PIERS = 20 TONS (TIMBER)



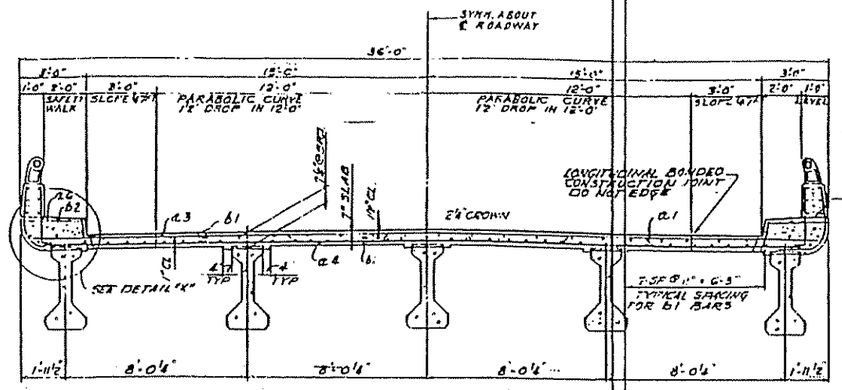

BRIDGE LOCATION PLAN

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
18 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

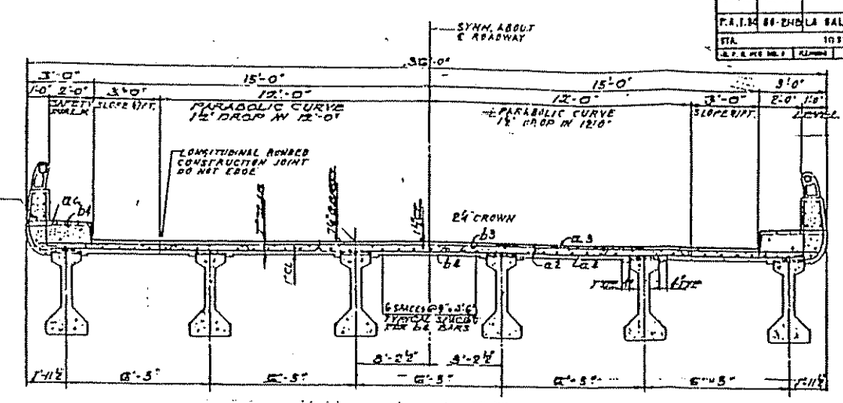
GENERAL PLAN AND ELEVATION
GRADE SEPARATION
F.A. ROUTE 178
OVER F.A.I. ROUTE 80
F.A. PROJECT I-80-3(31)76
F.A.I. ROUTE 80 SECTION 50-2HB
LA SALLE COUNTY
STATION 569+41.10

STD 2153 CHANGED TO STD 2153-1

| | | | | | |
|---|---|---|---|---|---|
| F.A.I. 80 | 50-2HB | LA SALLE | 22 | 6 | |
| STA. | | TO STA. | | | |




SPANS 1 & 4

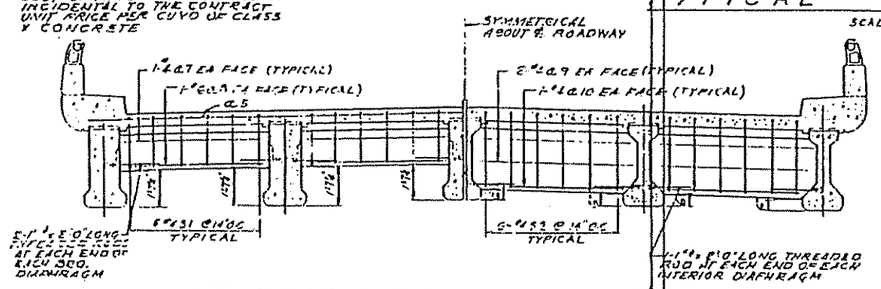



SPANS 2 & 3

## TYPICAL CROSS SECTIONS

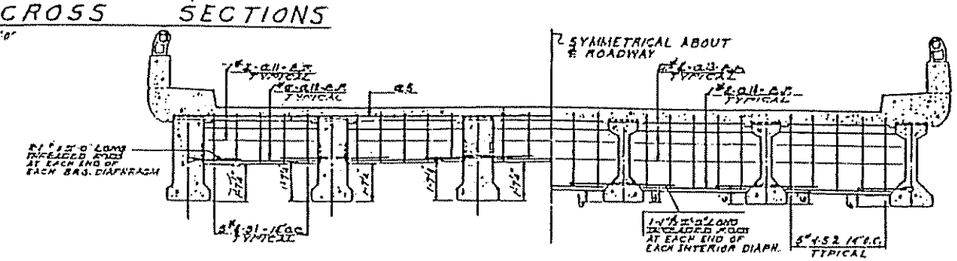
SCALE: ½"=1'-0"

NOTE: COST OF THREADED RODS IS INCIDENTAL TO THE CONTRACT UNIT PRICE PER CUYD OF CLASS Y CONCRETE




AT BEARINGS AT INTERIOR

SPANS 1 & 4

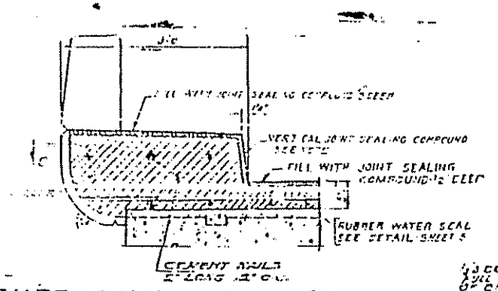



AT BEARINGS AT INTERIOR

SPANS 2 & 3

## TYPICAL DIAPHRAGM DETAILS

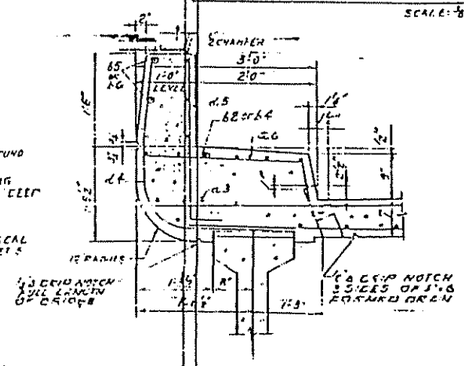
SCALE: ⅛"=1'-0"




CURB DETAIL AT FIXED PIER

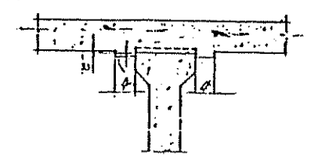
SCALE: 1"=1'-0"

NOTE: VERTICAL JOINTS SHALL BE SEALED WITH A BLACK TWO COMPONENT [illegible]



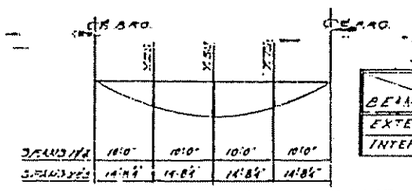

DETAIL "X" AND DRAIN DETAIL

SCALE: 1"=1'-0"



STANDARD FILLET DETAIL

AFTER ALL PRECAST PRESTRESSED BEAMS HAVE BEEN ERECTED ELEVATIONS OF THE TOP OF FLANGES OF THE BEAMS SHALL BE TAKEN AT THE STATIONS SHOWN ON SHEET 14. THE ELEVATIONS SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION SHOWN ON SHEET 4 MINUS FLOOR THICKNESS EQUALS THE DIMENSION "E". A POSITIVE VALUE OF "E" EQUALS THE FILLET HEIGHT ABOVE THE TOP OF THE BEAM. A NEGATIVE VALUE OF "E" EQUALS THE EMBEDMENT OF THE BEAM ABOVE THE THEORETICAL BOTTOM OF SLAB ELEVATION.



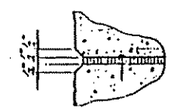

DL DEFLECTION DIAGRAMS

WEIGHT OF PRESTRESSED I-BEAM NOT INCLUDED

TABLE OF "Y" DIMENSIONS

| "Y" | SPANS 1 & 4 | | | SPANS 2 & 3 | | |
|---|---|---|---|---|---|---|
| BEAMS | Y.25 | Y.50 | Y.75 | Y.25 | Y.50 | Y.75 |
| EXTERIOR | 5/8" | 3/16" | 0" | 5/8" | 3/4" | 5/16" |
| INTERIOR | 1/8" | 1/8" | 1/8" | 1/8" | 1/8" | 1/8" |

NOTE: THE ABOVE DEFLECTIONS ARE NOT FOR USE IN THE FIELD. IF THE ENGINEER IS WORKING FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS SHOWN ON SHEET 14.



SECTION "C"


ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
16 E. 17TH WABASH AVENUE 706 CHICAGO, ILLINOIS


DECK CROSS SECTIONS AND DIAPHRAGM DETAILS
GRADE SEPARATION
F.A. ROUTE 178
OVER F.A.I. ROUTE 80
F.A. PROJECT
F.A.I. ROUTE 80 SECTION 50-2HB
LA SALLE COUNTY
STATION 569+41.10

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STRUCTURE INFORMATION SYSTEM
MASTER REPORT
INVENTORY DATA



STRUCTURE NUMBER: 050 - 0078 DIST: 3

FACILITY CARRIED: ILL 251
FEATURE CROSSED: I 80
BRIDGE REMARKS:
BRIDGE STATUS: OPEN - NO RESTRICT
STATUS REMARKS:
MAINT COUNTY: LASALLE MAINT TOWNSHIP: PERU
MAINT RESPONSIBILITY: I.D.O.T.
SERVICE ON/UNDER: SECOND LEVEL INTERCHANGE / HIGHWAY

BRIDGE NAME:
LOCATION: JCT IL 251 & I-80
BRIDGE STATUS DATE: 04 / 1988

SUFFICIENCY RATING: 077.6
HBRRP ELIGIBLE: YES
REPLACED BY: 000 - 0000
REPLACES: 000 - 0000
LAST UPDATE DATE: 04/03/2004
PARALLEL STRUCTURE: NONE
MULTI-LEVEL STRUC NUMBER:
SKEW DIR: NONE
SKEW ANGLE: 00 00 00
STRUCTURE FLARED: NO
HISTORICAL SIGNIFICANCE: NO
BORDER BRIDGE STATE:
BDR STATE SN:
BDR STATE % RESPONSIBILITY: 00
STRUCTURAL STEEL WT: 000000000
SUBSTRUCTURE MATERIAL:

REPORTING AGENCY: I.D.O.T. - BUREAU OF MAINTENANCE
MAIN SPAN MAT"L/TYPE: PRESTRESS CONCRETE / STRINGER/MULTI-BEAM/GIRDER
NUMBER OF SPANS: (MAIN SPANS) - 04 (APPROACH SPANS) - 00
*** APPROACHES ***
NEAR #1 MAT"L/TYPE: /
NEAR #2 MAT"L/TYPE: /
FAR #1 MAT"L/TYPE: /
FAR #2 MAT"L/TYPE: /
MEDIAN WIDTH/TYPE: 00 FT. NONE RATED BY: IDOT RATING METHOD: LOAD FACTOR
GUARDRAILS L/R: NONE NONE INVENTORY RATING: HS 31.1 ( 256 ) RATING DATE: 08/12/1999
TOLL FACILITY: NO TOLL OPERATING RATING: HS 55.0 ( 299 )
LATITUDE: 41 D 21 M 56.34 S LONGITUDE: 89 D 07 M 30.62 S DESIGN LOAD: HS20
STRUCTURE LENGTH: 208.0 SIDEWALKS UNDER STRUCTURE: NONE
AASHTO BRIDGE LENGTH: 99.9 SIDEWALK WIDTH RIGHT: 0.0 CULVERT FILL DEPTH: 0.0 *** RAILROAD CROSSING INFO ***
LENGTH OF LONG SPAN: 61.0 SIDEWALK WIDTH LEFT: 0.0 CULVERT CELLS(COUNT): 0 CROSSING 1 NBR:
BRIDGE ROADWAY WIDTH: 30.0 NAVIGATION CONTROL: N/A CULVERT OPENING AREA: 0.0 CROSSING 2 NBR:
APPR ROADWAY WIDTH: 48.0 NAVIGATION HORZ CLEAR: 0000 CULVERT CELL HEIGHT: 0.00 RR LATERAL UNDERCLEAR: 0.0
DECK WIDTH: 36.0 NAVIGATION VERT CLEAR: 000 CULVERT CELL WIDTH: 0.00 RR VERT UNDERCLEAR: 00 FT 00 IN
DECK STRUCTURE TYPE: CIP CON NRMLLY FORM DECK STRUCTURE THICKNESS: 7.0

---

*** KEY ROUTE ON DATA ***

KEY ROUTE NBR: FEDERAL-AID URBAN 6101 STATION: 1.11
APPURTENANCES: MAIN ROUTE 0.000 SEGMENT:
INVENTORY COUNTY: LASALLE LINKED: YES
TOWNSHIP/ROAD DIST: PERU
MUNICIPALITY: PERU
URBAN AREA: LASALLE
FUNCTIONAL CLASS: MINOR ARTERIAL (URBAN) NATIONAL HWY SYSTEM: NOT ON
** CLEARANCES ** SOUTH/EAST NORTH/WEST INVENTORY DIRECTION: SOUTH
MAX. RDWY WIDTH: 30.0 FT ADT YR/COUNT: 2003 / 006850
HORIZONTAL: 30.0 FT 0.0 FT TRUCK PERCENTAGE: 8
MIN VERTICAL: 99 FT 11 IN 00 FT 00 IN NUMBER OF LANES: 02
10 FT VERTICAL: 99 FT 11 IN 00 FT 00 IN ONE OR TWO WAY: ONE-WAY
LATERAL: BYPASS LENGTH: 01
FUTURE ADT YR/COUNT: 2022 / 10400
DESIGNATED TRUCK ROUTE: CLASS 2
SPECIAL SYSTEMS: NO

*** KEY ROUTE UNDER DATA ***

FEDERAL-AID INTERSTATE 0080 STATION: 2.04
MAIN ROUTE 0.000 SEGMENT:
LASALLE LINKED: YES
PERU
PERU
LASALLE
INTERSTATE, FAI NATIONAL HWY SYSTEM: ON
SOUTH/EAST NORTH/WEST INVENTORY DIRECTION:
0.0 FT ADT YR/COUNT: 2003 / 024200
57.5 FT 57.5 FT TRUCK PERCENTAGE: 37
16 FT 03 IN 16 FT 01 IN NUMBER OF LANES: 04
16 FT 03 IN 16 FT 01 IN ONE OR TWO WAY: TWO-WAY
0.3 FT 19.3 FT BYPASS LENGTH: 01
FUTURE ADT YR/COUNT: 2024 / 48600
DESIGNATED TRUCK ROUTE: CLASS 1
SPECIAL SYSTEMS: YES

---

*** MARKED ROUTE ON DATA ***

| | DESIGNATION | KIND | NUMBER |
|---|---|---|---|
| ROUTE #1 | MAINLINE | STATE HIGHWAY | 0251 |
| ROUTE #2 | | | |
| ROUTE #3 | | | |

*** MARKED ROUTE UNDER DATA ***

| DESIGNATION | KIND | NUMBER |
|---|---|---|
| MAINLINE | INTERSTATE | 0080 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STRUCTURE INFORMATION SYSTEM
MASTER REPORT
INSPECTION/IMPROVEMENT DATA

STRUCTURE NUMBER: 050 - 0078 DIST: 3

## * * * D A T A R E L A T E D T O I N S P E C T I O N I N F O R M A T I O N * * *

*** INSPECTION INTERVALS ***

ROUTINE NBIS: 24 MOS UNDERWATER: 00 MOS
FRACTURE CRITICAL: 00 MOS SPECIAL: 00 MOS

*** MAXIMUM ALLOWABLE POSTING LIMITS ***

ONE TRUCK AT A TIME:
SINGLE UNIT VEHICLES: TONS
BRIDGE POSTING LEVEL: NO POSTING REQUIRED
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS

## * * * I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE 01/13/2004 SPECIAL INSPECTION DATE: 00/00/0000
INSPECTION TEMPERATURE: +36 DEG. F.

DECK: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
BRIDGE RAILING APPRAISAL: 3 MEETS STANDARDS
APPROACH GUARDRAIL: 2 3 2 NOT ACCEPTABLE ACCEPTABLE NOT ACCEPTABLE
SUPERSTRUCTURE: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
SUBSTRUCTURE: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
CHANNEL AND PROTECTION: N NOT APPLICABLE
CULVERT: N NOT APPLICABLE
STRUCTURAL EVALUATION: 6 EQUAL TO PRESENT MINIMUM CRITERIA
DECK GEOMETRY: 4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
UNDERCLEARANCE-VERT,LAT: 3 INTOLERABLE - HIGH PRIORITY FOR CORRECTION
WATERWAY ADEQUACY: N NOT APPLICABLE
APPROACH RDWY ALIGN: 7 BETTER THAN PRESENT MINIMUM CRITERIA
PIER NAVIG PROTECTION: N N/A
INSPECTED BY (NAME): Stanford & Johnson
INSPECTION REMARKS: 2002 WEARING SURFACE IS RAVELING W/POTHOLES & PATCHES. BEAM ENDS CRACKED & SPAL LED. PATIAL DEPTH REPAIRS FAILING, MINOR CRACKS & SPALLS ON COLUMNS & CRASHWALL S. MINOR CRACK WLEACHING IN BACKWALLS. JTS IN POOR CONDITION. 2004 SAME

*** ACTUAL POSTED LIMITS ***

SINGLE UNIT VEHICLES: TONS
COMBINATION TYPE 3S-1: TONS
COMBINATION TYPE 3S-2: TONS
POSTED ONE TRUCK AT A TIME:

UTILITIES ATTACHED: ELECTRIC

DECK WEARING SURFACE: BITUMINOUS OVERLAY
DECK MEMBRANE: WATERPROOF MEM SYST
DECK PROTECTION: NONE
TOTAL DECK THICKNESS: 08.5 IN

LAST PAINT DATE 00/0000 LAST PAINT TYPE

## * * * U N D E R W A T E R I N S P E C T I O N / A P P R A I S A L I N F O R M A T I O N * * *

INSPECTION DATE: 00/00/0000 INSPECTION CATEGORY:
TEMPERATURE: +0 F. INSPECTION METHOD:
INSPECTED BY: APPRAISAL RATING:
INSPECTION REMARKS:

## * * * S C O U R C R I T I C A L I N F O R M A T I O N * * *

APPRAISAL RATING: EVALUATION METHOD:
ANALYSIS DATE: 00/00/0000 ANALYSIS BY (NAME):

## * * * * * M I S C E L L A N E O U S * * * * *

FRAC CRIT: NO INSP. DATE: / / APPR:
MICROFILM: YES

## *** C O N S T R U C T I O N I N F O R M A T I O N ***

YEAR: 1961 ORIGINAL 0000 RECONSTRUCTED
ROUTE: FAI-80 STA: 569+41.10 STA:
SECTION NBR: 50-2HB
CONTRACT NBR:
FED AID PR #: I 0803031076
BUILT BY: I.D.O.T.

## *** W A T E R W A Y I N F O R M A T I O N ***

FLOOD DESIGN FREQUENCY: 000 YRS DRAINAGE AREA: 00000000.0 ACRE
FLOOD DESIGN Q (CFS): 0000000
FLOOD DESIGN NAT H W E: 0.00 FLOOD BASE Q (C F S): 0000000
FLOOD DES OPEN PROP: 0000000 SF FLOOD BASE NAT H W E: 0.00

## * * * P R O P O S E D I M P R O V E M E N T S * * *

COST ESTIMATE YEAR: 1998 LENGTH: 000208
TYPE OF WORK: OTHER STRUCTURE WORK

DONE BY: CONTRACT
REMARKS: DATA FROM OPP 2/24/99

*** COSTS IN DOLLARS ***

BRIDGE IMPROVEMENT COST: $ 150,000
ROADWAY IMPROVEMENT COST: $ 15,000

TOTAL PROJECT COST: $ 180,000

# Bridge Inspection Form

## Pontis Format

S.N. 000 050-0078 11395

Inspection Date: 03-12-02

Inspected By: MELLENDORF, STANFORD, HARDEN

Calculations By: F.F. & C.G.

A Deck Survey is Required

Traffic Over
ADT: 5,004
ADTT: 701

Traffic Under
ADT: 20,800
ADTT: 6,240

Facility Carried: IL 251 (NB)

Feature Crossed: I-80

Location: I-80 & IL 251 Interchange

Main Spans: 4

Approach Spans:

Quantity of Deteriorated Bridge Deck:

| Elem | Description | Page | Env | Qty | Units | Quantity in Condition State 1 | 2 | 3 | 4 | 5 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | Conc Dk Protected w/AC Overlay | 3 | 3 | 7,350 | S.F. | 5800 | 131 | 1419 | | | POTHOLE & RAVELING |
| 109 | P/S Concrete Open Girder | 17 | 3 | 1,142 | L.F. | 1142 | | | | | |
| 237 | P/S Concrete Beam Ends @ Deck Joints | 17 | 3 | 44 | EA. | — | 19 | 25 | | | |
| 205 | Concrete Column or Pile Extension | 18 | 3 | 940 | S.F. | 920 | 20 | | | | |
| 210 | Concrete Pier Wall | 18 | 3 | 903 | S.F. | 870 | 20 | 13 | | | |
| 215 | Concrete Abutment Wall & Wing Wall | 18 | 3 | 644 | S.F. | 624 | 12 | 8 | | | |
| 234 | Concrete Pier or Abutment Cap | 18 | 3 | 186 | L.F. | 112 | 52 | 22 | | | |
| 302 | Preformed Joint Seal | 28 | 3 | 72 | L.F. | | 36 | 36 | | | |
| 304 | Open Expansion Joint | 30 | 3 | 108 | L.F. | | | 108 | | | |
| 311 | Moveable Steel Bearing @ Deck Joints | 37 | 3 | 44 | EA. | | | 44 | | | |
| 323 | Concrete Approach Pavement | 42 | 3 | 2 | EA. | | 2 | | | | |
| 330 | Metal Bridge Railing | 43 | 3 | 408 | L.F. | 408 | | | | | |

SUFFICIENCY RATING 77.6

Illinois Department of Transportation

# Bridge Inspection Report

Sheet 1 of 4

| Mo. | Day | Yr. | Temp. | Inspector |
|---|---|---|---|---|
| 11 | 14 | 00 | 30 | HARDEN |
| 03 | 12 | 02 | 45 | MELLENDORF STANFORD HARDEN |
| | | | | |
| | | | | |
| | | | | |

**050 - 0078**

ILL 251 ; JC ILL 251 & I-80

over I 80

Spans = 4 Built 1961

Year 00 02

Remarks

108A Wearing Surface Type G
108C Deck Protection J
108B Type of Membrane A 7-C
108D Total Deck Thickness 8.5 1 1/2-

OVERLAY I-11 1991 '02 PotHoles RAVELING

BLOCKED BY RAIL 1991

MEAS Opening

| Deck | Element Rating | | | | |
|---|---|---|---|---|---|
| Wearing Surface | 3 | 3 | | | |
| Deck Structural Condition | 3 | 3 | | | |
| Curbs | 3 | 3 | | | |
| Median | / | - | | | |
| Sidewalks | / | - | | | |
| Parapet | 3 | 3 | | | |
| Railing | 3+ | 4 | | | |
| Drains | 4 | 4 | | | |
| Light Standards | / | - | | | |
| Expansion Joints | 3 | 3 | | | |

58 Condition Rating 6 6

Bridge Railing Appraisal

36 Condition Rating 00: 3 2 3 2 02: 3 2 3 2

#27

| Superstructure | | | | | |
|---|---|---|---|---|---|
| Bearing Devices | 2 | 2 | | | |
| Stringers | / | - | | | |
| Girders or Beams | 3 | 3 | | | |
| Diaphragms or Braces | 3 | 3 | | | |
| Crack Leaching | 3 | 3 | | | |
| Joints (Leakage or Cond.) | 2 | 2 | | | |
| 59C Util. 9 / / | 3 | 3 | | | |
| Trusses | / | - | | | |
| Portals and Bracing | / | - | | | |
| Drainage System | / | - | | | |
| Paint | / | - | | | |
| Color: Facia ____ Inter ____ Rail ____ | | | | | |
| Rivets or Bolts | / | - | | | |
| Weld Cracking | / | - | | | |
| Rust | / | - | | | |
| Timber (Decay, Damage) | / | - | | | |
| Concrete Cracking | 3 | 3 | | | |
| Collision Damage | 4 | 4 | | | |
| LL Deflec & Vibration | 4 | 4 | | | |
| Alignment of Members | 4 | 4 | | | |

RUST

OPEN

59A MO/YR: ____ 59B Code: 1 ____ 2 ____ 3 ____ 4 ____

Worst % Loss ____ %

59 Condition Rating 6 6

BM-BIR-1 ( Rev. 1/90)

# Bridge Inspection Report



Bridge No 050 0078

Year 00 02

| Substructure | Element Rating | Remarks |
|---|---|---|
| Abutments-Wing | 3 3 | |
| Backwall | 3 3 | |
| Bearing Seat | 3 3 | |
| Stem | / — | |
| Slopes | 3 3 | |
| Erosion | 3 3 | |
| Settlement | 4 4 | |
| Piers or Bents | 2 2 | CRACKS, REPAIRS |
| Cap | 2 2 | |
| Column | 3 3 | |
| Crash Walls | 3 3 | |
| Scour | / — | |
| Settlement | 4 4 | |
| Fender Systems | / — | |
| Steel Corrosion | / — | |
| Timber Decay, etc | / — | |
| Debris on Seat | / — | OPEN ABUT |
| Paint | / — | |
| Collision Damage | / — | |
| 60 Condition Rating | 6 6 | |

## Channel & Channel Protection

| | | |
|---|---|---|
| Scour of Channel | / | |
| Erosion of Banks | / | |
| Drift | / | |
| Vegetation | / | |
| Change in Channel | / | |
| Spur Dykes & Jetties | / | |
| Rip Rap or Slope Wall | / | |
| 61 Condition Rating | / N | |

## Pier & Abutment Protection

| | | |
|---|---|---|
| 111 Condition Rating | / N | |

## Culverts

| | | |
|---|---|---|
| Wing Walls | / | |
| Head Walls | / | |
| Top Slab | / | |
| Walls | / | |
| Floor | / | |
| Siltation | / | |
| Settlement | / | |
| Scour | / | |
| 62 Condition Rating | / N | |

# Bridge Inspection Report



Bridge No. 050-0078

Year 00 02

## Waterway Adequacy

71 Appraisal Rating N

## Approach Roadway Alignment

72 Appraisal Rating 7 7

| | |
|---|---|
| 72 A Condition Rating | 6 6 |
| Riding Quality | 3 3 |
| Settlement | 3 3 |
| Structural Condition | 3 3 |
| Relief Joints | – |

## Posting

| | | | | | |
|---|---|---|---|---|---|
| Year | | | | | |
| 70A2 Inspectors Rating | | | | | |
| 70B2 Inspectors Rating | | | | | |
| 70C2 Inspectors Rating | | | | | |
| 70D2 Inspectors Rating | | | | | |

70A2 = Single Unit Vehicle
70B2 = Combination Type 3S- 1, 3 or 4 axles
70C2 = Combination Type 3S- 2, 5 or more axles
70D2 = One Truck at a Time

## Proposed Maintenance Repair

| Repair Code | Repair Description | Asgd to Code | Priority Code | Quantity | Unit Cost | Date Cmpl |
|---|---|---|---|---|---|---|
| | | | | | | |

AGENCY CODES:
TS - DISTRICT TEAM SECTION
BC - DISTRICT BRIDGE CREW
DL - DAY LABOR
MC - MAINTENANCE CONTRACT
RC - REPAIR FOR REHAB CONTRACT

PRIORITY CODES:
1 - DO THIS YEAR
2 - SHOULD DO THIS YEAR
3 - WHEN CONVENIENT

Year 00021

# Bridge Inspection Report



Bridge No. 050-0078

## Additional Remarks

00 SAME AS BEFORE

'02 W.S. IS RAVELING W/ POTHOLES & PATCHES. BEAM ENDS CRACKED & SPALLS (MINOR). BEARINGS RUSTY. PIER CAPS CRACKED & SPALLS. PARTIAL DEPTH REPAIRS FAILING. MINOR CRACKS & SPALLS ON COLUMNS & SPASHWALLS. MINOR CRACK W/ LEACHING IN BACKWALLS. JOINTS IN POOR CONDITION.

BRIDGE NO. ___-_____

YEAR: [ ][ ][ ][ ][ ] '97

ADDITIONAL REMARKS

1994 Overlay + deck patch 1991 [illegible] extended 1991, Minor bottom [illegible], minor [illegible] cracks @ Bearing plates, open joints

[illegible]

[illegible]

1997 SAME AS ABOVE. "POP OUT" NORTH SLOPEWALL CAUSED BY POSSIBLE RUNOFF. CONDUIT TO OVERHEAD SIGN LOOSE 5 MOUNTING BRACKETS BROKEN OFF.

[illegible]

[illegible]

BM-BIR-4-(89)

ATTACHMENT 3

## Asbestos Determination Certification Form

DRAFT

Structure Identification

Structure Number(s) (000-0000): SN 050-0052, SN 050-0077, SN 050-0078, SN 050-0085, SN 050-0181, & SN 053-0119

Asbestos Determination

☐ 1. The identified structures were included in the 8/22/01 list that the USEPA exempted from the asbestos notification requirements in its letter of October 19, 2001.

☐ 2. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, on the basis of information available in the District office, not to involve asbestos in a bituminous bridge deck wearing surface of waterproofing membrane.

☒ 3. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, through testing, not to involve asbestos in a bituminous bridge deck wearing surface or waterproofing membrane. The test results were obtained in conformance with the approved "Sampling and Testing Procedures for Asbestos in Bituminous Bridge Deck Wearing Surface or Waterproofing Membrane" (Attachment 4 to BDE Procedure Memorandum __-01).

☐ 4. The identified structures have been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. The District will ensure compliance with the asbestos notification requirements for work on these structures that could disturb the asbestos-containing materials. The District also will ensure that the special provision for "Asbestos Waterproofing Membrane and Asbestos Bituminous Concrete Surface Removal (BDE)" is included in any contract for demolition of these structures or for other work involving removal of the existing bituminous bridge deck wearing surface and/or waterproofing membrane.

☐ 5. The identified structures had been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. Removal operations have been completed for all asbestos bituminous concrete surface and asbestos waterproofing membrane on the identified structures.

Certification

Name: Steve Ferguson Position Title: Bridge/Hydraulics Engineer

Office Address: 700 E. Norris Dr.

Ottawa, IL 61350 Phone: (815) 434-8960

Steve Ferguson 03/19/02

Signature Date

IL

# EMSL Analytical, Inc.

*706 N. Aberdeen*
*Chicago, IL 60622*
*Phone: (312) 733-0896 Fax: (312) 733-0590*


Attn.: Walt Zuurbeeg
**Raymond Professional Group, Inc**
1001 16th St.
Moline, IL 61265

Thursday, January 31, 2002

Ref Number: CG02284

## POLARIZED LIGHT MICROSCOPY (PLM)

### Performed by EPA 600/R-93/116 Method*

**Project: 818623**

| Sample | Location | Appearance | Sample Treatment | ASBESTOS % | ASBESTOS Type | NON-ASBESTOS % | NON-ASBESTOS Fibrous | NON-ASBESTOS % | NON-ASBESTOS Non-Fibrous |
|---|---|---|---|---|---|---|---|---|---|
| 050-0052 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 5% | Glass | 30% | Quartz 65% Other |
| 050-0077 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 8% | Glass | 25% | Quartz 67% Other |
| 050-0078 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 5% | Glass | 25% | Quartz 70% Other |
| 050-0085 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 3% | Glass | 25% | Quartz 72% Other |
| 050-0181 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 10% | Glass | 30% | Quartz 70% Other |
| 053-0119 | Bridge Cores | Grey/Black/Various Non-Fibrous Heterogeneous | Crushed/Dissolved | None Detected | | 8% | Glass | 30% | Quartz 62% Other |

Comments: For all obviously heterogeneous samples easily separated into subsamples, and for layered samples, each component is analyzed separately. Also, "# of Layers" refers to number of separable subsamples.

* NY samples analyzed by ELAP 198.1 Method.

Note: * Indicates Sample Is Not Listed on Chain Of Custody

Antonela Vadan
Analyst

Approved
Signatory


Disclaimers: PLM has been known to miss asbestos in a small percentage of samples which contain asbestos. Thus negative PLM results cannot be guaranteed. EMSL suggests that samples reported as <1% or none detected be tested with either SEM or TEM. The above test report relates only to the items tested. This report may not be reproduced, except in full, without written approval by EMSL. The above test must not be used by the client to claim product endorsement by NVLAP nor any agency of the United States Government. Laboratory is not responsible for the accuracy of results when requested to physically separate and analyze layered samples.

Analysis performed by EMSL Analytical (NVLAP Air and Bulk #200399-0, )

# Appendix E

Open House Public Hearing
- Notice – News Releases
- Letters to Elected Officials
- Brochure
- Sign-In Sheets
- Comments and Responses
- Summary of Public Hearing
- Analysis of Public Hearing
- Follow-Up Letters to Elected Officials

FILE COPY

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 19, 2005

Radio Group
3905 Progress Boulevard
Peru, IL 61354

News Release
Public Hearing Meeting
I-80 & Illinois 251 Interchange
LaSalle County
City of LaSalle

Ladies & Gentlemen:

Attached is a news release of the state's scheduling of a June 2, 2005 public hearing meeting relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru.

This notice was sent to the area newspapers as a paid publication, which action is in keeping with state and federal requirements. It is being sent to you so that you may determine if it contains information that may be newsworthy to your listening audience.

If you have any questions or require additional information, please contact Mr. Ted Fultz at 815-434-8469.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Dan L. Mestelle, P.E.
Program Development Engineer

FILE COPY

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 19, 2005

WLPO/WAJK Radio
Ivy Way Drive
LaSalle, IL 61301

News Release
Public Hearing Meeting
I-80 & Illinois 251 Interchange
LaSalle County
City of LaSalle

Ladies & Gentlemen:

Attached is a news release of the state's scheduling of a June 2, 2005 public hearing meeting relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru.

This notice was sent to the area newspapers as a paid publication, which action is in keeping with state and federal requirements. It is being sent to you so that you may determine if it contains information that may be newsworthy to your listening audience.

If you have any questions or require additional information, please contact Mr. Ted Fultz at 815-434-8469.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Dan L. Mestelle, P.E.
Program Development Engineer

FILE COPY

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

News Tribune
426 Second Street
LaSalle, IL 61301

Public Hearing Meeting
Interstate 80 (FAI 80)
Section (50-2)HBK
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Gentlemen:

Attached is a copy of an ad relating to the state's scheduling of a public hearing meeting. I request that you publish this ad as a display ad in your Thursday, May 5, 2005, and Tuesday, May 31, 2005, issues of your newspaper in the exact format as it appears. After completion of the publication, please furnish me with the following.

1. One "tear sheet" of the published ad.

2. An invoice covering the cost of publication, if it is your policy to charge for the ad.

3. One certificate of publication.

If you have any questions regarding publication and/or billing for this notice, contact Mr. Lou Paukovitz of this office at 815-434-8473.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Clarita R. Lao, P.E.
Program Development Engineer

# WORK ZONE SAFETY

## IT'S YOUR RESPONSIBILITY

Illinois Department of Transportation

FOR IMMEDIATE RELEASE
Public Hearing Meeting
Thursday, June 2, 2005
4 p.m. to 7 p.m.
Peru City Council Chambers
Mirror Building
1701 Fourth Street
Peru, IL

CONTACT: TED FULTZ
815/434-8469
TDD: 815/434-8510
FAX: 815/434-8533

OTTAWA, IL - The Illinois Department of Transportation, District 3 office, will conduct an open house public hearing meeting regarding the proposed reconstruction of the I-80/Illinois 251 interchange and the LaSalle/May Road intersection. The interchange will be reconstructed, including the reconstruction of ramps and the relocation of the westbound interstate ramps approximately 450' to the south. Additional turn lanes will be added and the two bridges crossing over the interstate will be removed and replaced. Additionally, the Illinois 251 and LaSalle/May Road intersection will be reconstructed. Right of way will be required throughout the project.

IDOT personnel will be available to address questions and comments citizens may have about the project. Related exhibits, maps, and plans will also be available for public review. There will be no formal presentation. All interested persons are invited to attend and participate.

Disabled persons planning to attend this meeting, who are in need of special accommodations, sign language interpreter or other similar assistance, should notify Mr. Ted Fultz of this office. Write to the Illinois Department of Transportation, 700 East Norris Drive, Ottawa, Illinois 61350 (fax 815/434-8553) or telephone 815/434-8469 (TDD number 815/434-8510) so reasonable accommodations can be made.

# NOTICE

## OPEN HOUSE PUBLIC HEARING MEETING FOR RECONSTRUCTION OF THE I-80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION IN PERU

**THURSDAY**

**JUNE 2, 2005**

**4 PM TO 7 PM**

**PERU CITY HALL**
**1701 FOURTH STREET**
**PERU, IL**

**(NO FORMAL PRESENTATION)**

THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, WILL CONDUCT AN OPEN HOUSE PUBLIC HEARING MEETING REGARDING THE PROPOSED RECONSTRUCTION OF THE I-80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION. THE INTERCHANGE WILL BE RECONSTRUCTED, INCLUDING THE RECONSTRUCTION OF RAMPS AND THE RELOCATION OF THE WESTBOUND INTERSTATE RAMPS APPROXIMATELY 450' TO THE SOUTH. ADDITIONAL TURN LANES WILL BE ADDED AND THE TWO BRIDGES CROSSING OVER THE INTERSTATE WILL BE REMOVED AND REPLACED. ADDITIONALLY, THE ILLINOIS 251 AND LASALLE/MAY ROAD INTERSECTION WILL BE RECONSTRUCTED, RIGHT OF WAY WILL BE REQUIRED THROUGHOUT THE PROJECT.

IDOT PERSONNEL WILL BE AVAILABLE TO ADDRESS QUESTIONS AND COMMENTS CITIZENS MAY HAVE ABOUT THE PROJECT. RELATED EXHIBITS, MAPS, AND PLANS WILL ALSO BE AVAILABLE FOR PUBLIC REVIEW. THERE WILL BE NO FORMAL PRESENTATION. ALL INTERESTED PERSONS ARE INVITED TO ATTEND AND PARTICIPATE.

DISABLED PERSONS PLANNING TO ATTEND THIS MEETING, WHO ARE IN NEED OF SPECIAL ACCOMMODATIONS, SIGN LANGUAGE INTERPRETER OR OTHER SIMILAR ASSISTANCE, SHOULD NOTIFY MR. TED FULTZ OF THIS OFFICE. WRITE TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, 700 EAST NORRIS DRIVE, OTTAWA, ILLINOIS 61350 (FAX 815/434-8553) OR TELEPHONE 815/434-8469 (TDD NUMBER 815/434-8510) SO REASONABLE ACCOMMODATIONS CAN BE MADE.

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

The Honorable Gerald Weller
U.S. Representative
2701 Black Road – Suite 201
Joliet, IL 60435-2926

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Congressman Weller:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Gregg Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

cc: Dick Smith

bcc: Vic Modeer

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

The Honorable Frank Mautino
State Representative
108 West St. Paul Street
Spring Valley, IL 61362

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Representative Mautino:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Greg Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

cc: Brock Phelps

bcc: Vic Modeer

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

The Honorable Barack Obama
U.S. Senator
Kluczynski Building
230 Dearborn Street #3900
Chicago, IL 60604

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Congressman Obama:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Gregg Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

cc: Dick Smith

bcc: Vic Modeer

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

The Honorable Richard J. Durbin
U.S. Senator
Kluczynski Building
230 Dearborn Street #3892
Chicago, IL 60604

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Congressman Durbin:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Gregg Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

cc: Dick Smith

bcc: Vic Modeer

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

The Honorable Gary Dahl
State Senator
103 Fifth Street
P.O. Box 260
Peru, IL 61354

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Senator Dahl:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Greg Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

cc: Brock Phelps

bcc: Vic Modeer

FILE COPY

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

April 28, 2005

Ms. Judith A. Heuser
City Clerk of Peru
1727 Fourth Street
P.O. Box 299
Peru, IL 61354

Interstate 80 (FAI 80)
Section (50-2)HBK & I-3
LaSalle County
I-80 & Illinois 251 Interchange at Peru, IL

Dear Ms. Heuser:

Attached for your information is a brochure that will be distributed at the scheduled June 2, 2005 open house public hearing relevant to the proposed reconstruction of the Interstate 80 and Illinois 251 interchange in Peru, Illinois.

Past experience has shown this type of meeting to be beneficial to citizens and public officials. If your schedule permits, we welcome your attendance.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Clarita R. Lao, P.E.
Program Development Engineer

## The Proposed Improvements:

The proposed westbound interstate ramps will be constructed as close as geometrically possible to I-80 to lengthen the Illinois 251 distance to the LaSalle/May Road intersection.

The LaSalle/May Road intersection will be reconstructed with additional turn lanes & updated geometrics.

The proposed westbound & eastbound interstate ramps will be reconstructed with sufficient length to enable trucks to merge on to the interstate at 50 mph.

The two bridges over the interstate will be removed & replaced.

---

This project will require approximately 17 parcels (3.7 acres) of additional right of way and 4 parcels (0.30 acre) of temporary construction easements.

## ANY QUESTIONS OR CONCERNS?

*Please Write.....*

Mr. Gregory L. Mounts, P.E.
Deputy Director of Highways
Illinois Department of Transportation
District #3
700 East Norris Drive
Ottawa, IL 61350

***Comments should be received at the above address by June 16, 2005 to be included in the public hearing records.***

Illinois Department of Transportation

# Open House Public Hearing for I-80/Illinois 251 LaSalle County

I-80 Interchange at Illinois 251 and the LaSalle/May Road Intersection in Peru

June 2, 2005
Peru City Council Chambers
1701 Fourth Street
Peru, IL

## THERE WILL BE NO FORMAL PRESENTATION

Please view the exhibits on display. Personnel from the Department and Hutchison Engineering, Inc. are available to answer questions and receive comments from
4 PM to 7 PM.

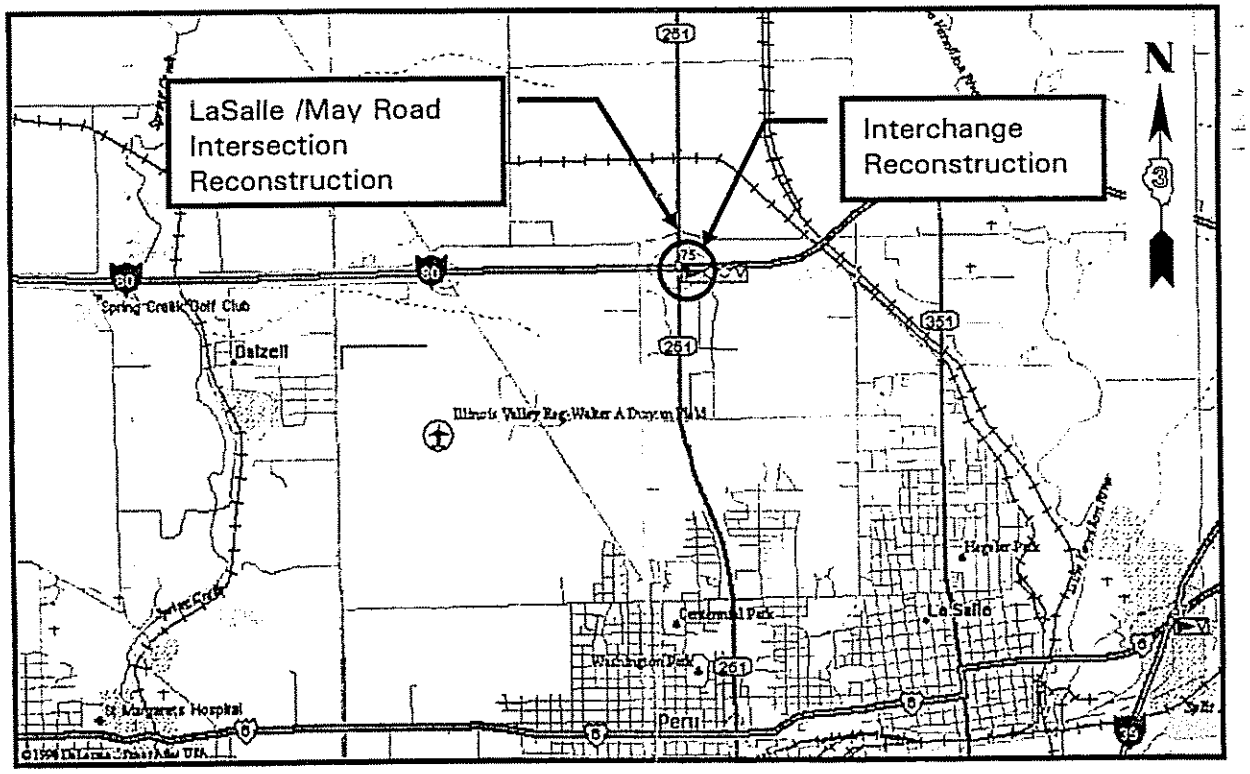
Today's open house public hearing is being held to:

- Present the Department's proposal for reconstructing the Interstate 80/Illinois 251 interchange and the LaSalle/May Road intersection at Peru.
- Answer questions about the project.
- Explain land acquisition procedures.
- Receive your input.

## Need for Improvement

- The existing westbound interstate ramps are too close to LaSalle/May Road which is a High Accident Location (HAL).
- The geometry of the existing interchange is outdated and needs to be improved to current IDOT standards.
- Additional turn lanes are warranted on Illinois 251 and at the LaSalle/May Road intersection to improve the flow of traffic.
- The existing bridges were built in 1961 and are nearing their life expectancy.

## PROJECT LOCATION MAP



Illinois Department of Transportation

## SIGN-IN SHEET
## I-80 INTERCHANGE AT ILLINOIS 251 & LASALLE/MAY ROAD INTERSECTION
## JUNE 2, 2005

| NAME (PLEASE PRINT) | REPRESENTING | |
|---|---|---|
| Ron Wren | City of Peru | |
| John Micheli | " " | |
| Steve Depies | News Tribune | |
| Craig Bartlett | Pine Cone Rest | |
| Jeff MacDonald | Menards | |
| Ronald Rynke | | |
| Willis PARKER | ECONO Lodge | |
| Gary G. DAHL | State Senator 38th | |
| J.C Patel | Function Bd. | |
| Donald Baker | City of Peru | |
| Mike Chrisman | WLPO Radio | |

Illinois Department of Transportation

# SIGN-IN SHEET
## I-80 INTERCHANGE AT ILLINOIS 251 & LASALLE/MAY ROAD INTERSECTION
## JUNE 2, 2005

| NAME (PLEASE PRINT) | REPRESENTING | |
|---|---|---|
| Jason Cowin | FHWA | |
| Bob Barbieri | DCNR Environmental | |
| David Manley | News Tribune | |
| [illegible] | MCD | |
| Larry Tucker | ARBYC-MLC | |
| Mrs & Mr Dale Vlastnik | Me | |
| Kurtis Vlastnik | " | |
| Alex Vlastnik | " | |
| Jim Clinard | Chamlin & Assoc | |
| Roger J. Chamlin | Chamlin & Assoc. | |
| JIM JETZEB | — | |

Illinois Department of Transportation

# SIGN-IN SHEET
## I-80 INTERCHANGE AT ILLINOIS 251 & LASALLE/MAY ROAD INTERSECTION
## JUNE 2, 2005

| NAME (PLEASE PRINT) | REPRESENTING | ADDRESS | TELEPHONE NO. |
|---|---|---|---|
| Doug Pedersen | Peru Township Assessor | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
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Illinois Department of Transportation

## SIGN-IN SHEET
## I-80 INTERCHANGE AT ILLINOIS 251 & LASALLE/MAY ROAD INTERSECTION
## JUNE 2, 2005

| NAME (PLEASE PRINT) | REPRESENTING | ADDRESS | TELEPHONE NO. |
|---|---|---|---|
| Ted Fultz | IDOT | | |
| Duane Lukkari | IDOT | | |
| Greg Lee | IDOT | | |
| Kyle Schaub | Hutchison Eng | | |
| Roger Wright | Hutchison Eng | | |
| Julie Wielgopolan | IDOT | | |
| Steve Andrews | IDOT | | |
| Don Mestelle | IDOT | | |
| | | | |
| | | | |
| | | | |

## COMMENT SHEET

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**


NAME: BOB BARBIERI

AFFILIATION: DELTA ENVIRONMENTAL CONSULTANTS FOR BP PRODUCTS NA.

ADDRESS: 1717 PARK ST. SUITE 150

CITY/STATE/ZIP: NAPERVILLE, IL 60565

PHONE NO.: (630) 717-4033


COMMENTS:

I WOULD LIKE TO REQUEST A SCALED MAP (PLAN) OF THE AREA OF ROAD REDEVELOPMENT ADJACENT TO THE BP STATION AT 203 LASALLE ROAD

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 6, 2005

Delta Environmental Consultants, Inc.
Mr. Bob Barbieri
1717 Park Street
Naperville, Illinois 60563-8471

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Barbieri:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

Enclosed are the plan sheets that you requested.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B Andrews TG

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 6, 2005

BP Amoco service station
Mr. Jesse Patel
203 LaSalle Road
LaSalle, Illinois 61301

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Patel:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

Enclosed are the drawings that you requested.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B Andrews TG

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

## *COMMENT SHEET*

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**

NAME Willis PARKER

AFFILIATION G/m Econo Lodge

ADDRESS 1940 May Rd.

CITY/STATE/ZIP PERU IL 61354

PHONE NO. (815) 224-2500

COMMENTS:

I would LIKE TO KNOW HOW close THE Rwest Bound ON RAMPS WILL Be TO THE END of ~~a~~ THE Building.

ONd if you will HAVE TO MOVE INTER STATE SIGN.

THANKS.

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 7, 2005

Mr. Willis Parker
Econo Lodge
1840 May Road
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Parker:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

We will continue to evaluate any comments until June 16th and consider this input as we continue the design process. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

To answer your questions regarding the distance from the building to the ramp and the relocation of the sign, the proposed westbound on-ramp will be relocated approximately 30' closer to your building. At this time, the motel's large interstate sign is within the proposed construction limits and will need to be removed at the department's expense.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B. Andrews /TO

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

## *COMMENT SHEET*

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**

NAME: LARRY Tucker

AFFILIATION: ARBY'S - M.L.C.

ADDRESS: 1530 MAY ROAD

CITY/STATE/ZIP: PERU

PHONE NO.: (219) 775 5959

COMMENTS:

TO THE POINT AND HELPFUL

THANK YOU.

L. Tucker

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 7, 2005

Mr. Larry Tucker
Arby's – M.L.C. IV Enterprises
1530 May Road
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Tucker:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

We will continue to evaluate any comments until June 16th and consider this input as we continue the design process. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B. Andrews TZ

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

## COMMENT SHEET

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**

NAME: Dale Vlastnik

AFFILIATION: Citizen of Peru, Retail Merchant

ADDRESS: 1428 24th St

CITY/STATE/ZIP: Peru, IL 61354

PHONE NO.: (815) 223-6312

COMMENTS:

I'm really impressed with the improvements to the 251/May Road intersection. This seems like a reasonable & cost-effective way to "fix" a dangerous situation.

Dale K. Vlastnik

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 7, 2005

Mr. and Mrs. Dale Vlastnik
1428 24th Street
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. and Mrs. Vlastnik:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

We will continue to evaluate any comments until June 16th and consider this input as we continue the design process. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B. Andrews TY

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

## *COMMENT SHEET*

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**


NAME Donald L. Baker

AFFILIATION Mayor, City of Peru, IL

ADDRESS 1701 - 4th St.

CITY/STATE/ZIP Peru, IL 61354

PHONE NO. ( 815 ) 223-1148


COMMENTS:

The Open House Public Hearing for the I-80 and Illinois Route 251 Interchange Improvement was very informative.

The City of Peru requests that the proposed Improvement of the Interchange also include additional drainage improvements along the south side of I-80 in the southeast quarant. The drainage pattern from the City's retention basin along the State's Right-of-Way to the Two (2) 24" PCC culverts under both lanes which then turns east into the north ditch of I-80. The water then goes north onto private property (Tiki TruckStop) and discharges onto LaSalle Road, which is a State Maintained roadway.

The City is requesting that the drainage pattern be included in the proposed improvement to be updated for future development.

Thank you again for your support of the Proposed Improvements.

RECEIVED
STUDIES & PLANS

JUN 10 2005

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July 13, 2005

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County
S.N.'s 050-0077 & 050-0078

**Meeting Minutes**

1. On July 13, 2005 a meeting was held at the Peru City Hall to discuss the public comments resulting from the June 2, 2005 public hearing for the proposed reconstruction of the I-80 Peru Interchange and to discuss finalizing the Phase I preliminary engineering study. See the attached agenda. The following attended:

| | |
|---|---|
| Ted Fultz | District 3 Location & Environmental Studies Engineer |
| Steve Ferguson | District 3 Hydraulic Engineer |
| Duane Lukkari | District 3 Phase I Engineer |
| Donald Baker | Mayor of Peru |
| Roger Chamlin | City Engineer |
| John Micheli | Building & Zoning Inspector |
| Frank Taylor | Assistant Building & Zoning Inspector |

After introductions, the following items were discussed:

2. Mr. Lukkari reviewed the Public Hearing Summary. See attached copy.

3. Mr. Fultz asked the city to elaborate on the drainage problems which they had commented on east of the Menard's store. Mr. Fultz noted that the outside edge of the existing paved ditch in this area, which had been constructed by permit for the city's detention pond, is higher than the adjacent field. It is not clear if it was originally constructed higher than the adjacent field or if the field has eroded. Mr. Lukkari distributed eight 8 ½" x 11" pictures which were taken on March 26, 2004 following a heavy rainstorm, which showed standing water in this area. Mr. Micheli stated that the concrete paved ditch overflows at times trapping water on to the Mertel Investment property, which is located south of the ditch, and that the existing crossroad culverts are often blocked with debris. He also questioned if the twin 24" cross culverts under I-80 were adequately sized and located for the ditch flow. Mr. Micheli suggested that lowering the ditch grades in this area may help the drainage problems and that 50' of the Tiki concrete ditch, which connects the northern I-80 ditch to the LaSalle Road ditch, may have to be reconstructed to accomplish this.

4. Mr. Ferguson discussed the existing field tiles in the area with a drawing. He noted that poor drainage tile condition or maintenance could be contributing to poor drainage in this area. Mr. Micheli asked if the property owner could get this tile information so that the owner could check the status of these tiles.
**Follow-up: This information was sent to the property owner on July 19, 2005.**

5. Mr. Chamlin asked who built the concrete paved ditch that runs north-south along the Tiki property. Mr. Fultz stated that if the ditch was built on private property then a permit probably would not have been required.

6. Mr. Fultz asked the city how much water is pumped from the detention pond to the ditch and if it met the release limits. Additionally, he asked if the pond had been adequately sized for the actual developments which have occurred in this area and if there were any plans to enlarge or clean the pond. Mr. Chamlin responded that the detention pond had been sized for based on the planned development of the entire area. There are currently no plans to enlarge the pond. However, it may require cleaning. He will check with Bill Etzenbach of his office regarding the pumping release rate questions.

7. Mayor Baker asked if anyone has checked the elevations of the I-80 ditch and the lake owned by Sunstrand/Mertel. He wondered if it was an option to cut a ditch to redirect some water to this lake or pump it to it. Mr. Taylor raised concerns that if this was done the high concentrations of salt (in the winter) in the water could be harmful to the fish in the pond. Mr. Ferguson had a drawing which showed the elevations to be close. A more detailed study with a detailed 2' contour map would be required. However, this is beyond the scope of the IDOT proposed improvement and more appropriately is a matter for discussion between the property owners and the city. The department typically perpetuates existing water flow across the roadway right of way without diversion and perpetuating existing drainage summits.

8. Mr. Micheli noted that there are drainage problems along LaSalle Road north of this improvement, which may be interrelated with this project. Mr. Fultz responded that these drainage issues are beyond the limits and scope of the proposed interchange reconstruction. However, the city may send a letter to the Regional Engineer about these additional drainage concerns for consideration as separate studies and/or improvements.

9. Mr. Lukkari asked about the city's plans to develop the old railroad grade (north of the proposed Kohl's) into a four-lane road. The city replied that they are constructing 1200' of road in the near future for access to the new development. This may be extended in the future as needed.

10. After Mr. Fultz reviewed the project schedule and noted that it was not programmed for construction, Mr. Micheli asked if there was a plan to re-waterproof and/or resurface the I-80 structures prior to the proposed reconstruction due to their deteriorating condition. He said that he will discuss this with State Senator Dahl. IDOT did not have any information regarding maintenance plans for these structures in the interim, but will notify the Bureau of Operations of the local concerns.
**Follow-up: The Bureau of Operations was notified on July 14, 2005 regarding the surface conditions of these two bridge decks.**

11. Mr. Fultz reviewed the possible local cost participation items (see attachment) and stated that during Phase II the department will contact the city to finalize through agreement the items and estimated costs. Mayor Baker asked questions regarding the participation costs. Specifically, he requested an estimated cost for the emergency traffic signal pre-emption devices. Mr. Fultz noted that the city may be responsible for the relocation of the paved ditch along the south side of I-80 that extends from the detention pond to the twin culverts because it was done under a permit. IDOT will research this matter further.
**Follow-up: The pre-emption devices typically cost $1000 per device or $4000 for a four-legged intersection. Regarding the paved ditch, the 1979 Highway Permit states that if the paved ditch needs to be relocated, it will be done at the expense of the permit applicant.**

12. Mr. Fultz stated that if the city wanted to add any future casings (such as for water or sewer) that now would be a good time to start designing them into the project. This way they could be built before or during the project at 100% city cost.
13. Mr. Fultz closed the meeting by stating that the department intended to finalize the Phase I study with a proposed scope which will include grading and reconstructing ditches in the area of concern. Along the south side of I-80, the proposed ditches will generally be lower than the existing ditch elevations. A paved ditch will be proposed along the north side of I-80 between the twin cross road culvert outlet and the paved ditch which runs north (along Tiki) to LaSalle Road. This work should improve the roadway drainage in this area. However, it will not resolve all of the local area drainage issues.

The above summation is our interpretation of the items discussed and decisions reached at the above referenced meeting. Any persons desiring to add to or correct these minutes are requested to send their comments in writing to the Illinois Department of Transportation by August 1, 2005. Otherwise the minutes will stand as written.

Minutes By: Ted Fultz, Steve Ferguson, & Duane Lukkari

FILE COPY

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697

July 2, 1993

Mr. Douglas J. Schweickert
Attorneys Schweickert and Ganassin
1722 Fourth Street
Peru, IL 61354

Interstate Acres Drainage
I-80/Illinois Route 251 Interchange

Dear Mr. Schweickert:

We have reviewed your letter regarding the drainage concern at the I-80/Illinois Route 251 interchange and, unfortunately, do not agree with your assessment of the situation.

The I-80 ditch is not the natural drainage tributary for that area. In fact, there were no ditches, swales, channels, etc. in that vicinity until the interstate was built. The entire interchange area was, and still is, very flat with poor drainage. Runoff must meander its way across the area to the nearest outlet. This outlet is located ±1,960' east of Illinois Route 251 under I-80.

The natural drainage of Interstate Acres Subdivision is overland flow in a northeasterly direction from Illinois Route 251 to the pump station located in the northeast corner of the property. In 1979, a permit request was submitted to outlet the pump station discharge into the I-80 ditch. During the permit review, the consultant for the subdivision, Chamlin and Associates, concurred with our design staff that the entire ±29 acre subdivision site should drain directly to the pump station reservoir. We feel very strongly that this drainage pattern be honored.

If you have any further comments or concerns pertaining to this situation, please contact Gregg Mounts at 815-434-6131.

Sincerely,

Ralph E. Dalton
District Engineer

2213p

# The City of Peru

(Settled in 1835)

Douglas J. Schweickert
*Corporation Counsel*
Scott J. Ganassin
*Asst. Corporation Counsel*
*(815) 223-0348*
*(815) 223-8449 FAX*

*Address Reply*
*Attys. Schweickert & Ganassin*
*1722 Fourth Street*
*Peru, Illinois 61354*

IDOT-OTTAWA

JUN 14 '93

| | INIT | INFO | ACT |
|---|---|---|---|
| Dist. Engr. | | | |
| Prog. Dev. | | | |
| Studies/Plans | | | |
| Land Acq. | | | |
| Proj. Impl. | | | |
| Construction | | | |
| Materials | | | |
| Operations | | | |
| Local Roads | | | |
| Admin. Serv. | | | |
| All | | | |
| Gen. Dist. | | | |
| Confer With Me | | | |

June 11, 1993

Mr. Ralph E. Dalton
Illinois Department of
Transportation/District 3
700 East Norris Drive
Ottawa, IL 61350-0697

RE: Drainage Problem - Mahoney Drive/I-80
Peru, IL

Dear Mr. Dalton:

The Peru City Council requested that I write to you concerning a continual drainage problem on the south side of I-80 east of Illinois Route 251. The area in question is known as Interstate Acres and is generally north and east of the new Econo Food Store in Peru.

The I-80 drainage ditch in question is the natural drainage tributary for a large area and this drainage ditch is inadequate to handle the flows necessary to permit any reasonable drainage of the Interstate Acres property. The result is a continual backup of water into the Interstate Acres property creating swamp-like conditions and making this property otherwise unsaleable for any reasonable commercial use.

Mr. Ralph E. Dalton
Illinois Department of Transportation/District 3
RE: Drainage Problem - Mahoney Drive/I-80
June 11, 1993

The City kindly requests that your Department investigate this situation and construct such improvements as necessary to remedy this continual and increasing problem.

Thank you very much for your cooperation.

Sincerely,

DOUGLAS J. SCHWEICKERT

DJS/sf
0611ab

cc: Mayor Donald L. Baker and Peru City Council
Dr. James Moran
Mr. Ryan Cawley
Mr. Harry Pappas
Mr. Ken Mahoney
Mr. Dennis Mahoney

## COMMENT SHEET

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

**PLEASE PRINT:**

NAME: Bill Plantan

AFFILIATION: Mertel Investment

ADDRESS: 2400 Water St.

CITY/STATE/ZIP: Peru Il. 61354

PHONE NO.: (815) 488-0468 815-223-0468

COMMENTS:

We are very concern about the reconstruction of the interstate 80/Illinois 251 interchange and the LaSalle/May Road intersection in Peru.

We are landowners of property just east of Menards. The problem with drainage has be increasing over the last 7 to 8 years, now with the addition of Menards & the new strip mall we will have standing water all year long. Every year we have to replant parts of the field because of standing water. We are asking the State to please address this problem in this project. If it is not taken care of soon, crops will be lost and also any ~~[illegible]~~ income from this property. Thank You

Bill Plantan

FILE COPY

# Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

July 19, 2005

Mr. Bill Plantan
Mertel Investment
2400 Water Street
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Plantan:

Thank you for submitting the June 20, 2005 comment sheet regarding drainage problems in the southeast area of the interchange.

The district met with the city of Peru and their engineer to discuss this topic on July 13, 2005. The area east of Menards is very flat with several natural depressions. This project will not increase the natural runoff significantly and the ditches will be regraded and reprofiled to improve drainage. The department proposes a section of paved ditch on the north side of I-80 to complete the paved ditch from the detention pond all the way to LaSalle Road. However, this will not resolve all of the local area drainage issues which are not directly related to roadway drainage.

It should be noted that developers are required by Illinois Drainage Law to restrict the runoff equal to predevelopment conditions. This project will not include the reconstruction of any ditches or topography located on private property in the southeast quadrant of the interchange.

We have enclosed a drainage drawing which shows that field tiles are located in this area. The condition of these tiles may be a factor affecting drainage in this area.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

TB
By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

## COMMENT SHEET

THIS SHEET IS PROVIDED FOR SUBMITTING COMMENTS TO THE DEPARTMENT REGARDING THE RECONSTRUCTION OF THE INTERSTATE 80/ILLINOIS 251 INTERCHANGE AND THE LASALLE/MAY ROAD INTERSECTION AT PERU. PLEASE PLACE YOUR COMMENTS IN THE BOX MARKED *COMMENTS* OR TAPE CLOSED, STAMP AND MAIL. COMMENTS MUST BE RECEIVED BY JUNE 16, 2005.

PLEASE PRINT:

NAME Jitendrakumar Patel

AFFILIATION The Junction BP

ADDRESS 203 La Salle Road

CITY/STATE/ZIP La Salle, IL 61301

PHONE NO. (815) 223-3109

See attached typed copy:

COMMENTS:

In regards to the reconstruction this is not in my best interest. The present plan encompasses the loss of my canopy. It is detrimental to my livihood. If the plan was moved to take the building opposite my property this would save my business. My property is my livihood if this is taken away how am I to make a living. Would a biness as profitable biznesses as my current situation be provided. Obviously not the reconstruction does not benefit me.

It seems the larger corporations are prevailing as Arby's, Shell nor the motels are being touched yet an independent man trying to make a living is punished. Does this seem fair? Due to construction of walmart & Coles my biness can flourish given the opportunity. However if the road is built through my property there is no future for me. My biness is my retirement and livihood which is being taken away by this reconstruction.

06/07/05

Recd Jun 10, 2005

6/27/2005

J Hendrakumar Patel
The Indian BP
203 LaSalle Road
LaSalle, Il. 61301
(815)-223-3109

In regards to the reconstruction. This is not in my best interest. The present plan encompasses the base of my canopy. It is detrimental to my livelihood. If the plan was moved to take the building opposite my property this would leave my business. My property is my livelihood if this is taken away how am I to make a living. Would a business as profitable business as my current should be provided. Obviously not the reconstruction does not benefit me.

It seems the larger corporates are prevailing as Arby's, Shell nor the motels are being touched yet an independent man trying to make a living is punished. Does this seem fair? Due to construction of Wal-Mart & Kohl's my business can flourish given the opportunity. However, if the road is built through my property there is no future for me. My business is my retirement and livelihood which is being taken away by this reconstruction.

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

July 26, 2005

Mr. Jesse Patel
BP Amoco Service Station
203 LaSalle Road
LaSalle, Illinois 61301

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Patel:

Thank you for your June 7, 2005 comments regarding the above referenced project which is currently unfunded for construction in the FY 2006-2011 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs.

The intersection of Illinois Route 251 and LaSalle / May Road is a high accident location. To reduce the number of accidents, the westbound interstate ramps will be moved as far south as possible (away from this intersection) which will increase the distance between the intersections. Because of existing and proposed traffic volumes, LaSalle Road will require left and right turn lanes for westbound traffic. Due to the close proximity of the gasoline pump canopy to the right-of-way line, the proposed new curb will extend through the pump area.

Section 9-113.1 of the "Illinois Highway Code" requires that a service station shall be laid out to provide at least 20 feet from the right-of-way line to the near edge of the pump island, underground storage tanks or distribution lines. A greater distance is recommended to permit free movement of large vehicles and to ensure they are entirely off the right-of-way while being serviced.

While designing safe and efficient highways, the Department attempts to minimize impacts to all property and business owners. Initially, the Department had considered an option to close the existing LaSalle Road intersection. However, due to the negative impacts of this option to the community, the Department chose to improve the existing intersection. Because of the proximity of the westbound interstate ramp intersection, it was decided to improve the LaSalle Road intersection without moving it to the south. Therefore, all of the options which the Department considered for improving the LaSalle Road intersection significantly impacted your property.

At the time of our acquisition, the Department will have your property appraised and we will offer you the full fair market value as established by the appraisal. Since we will acquire your entire property, you will also be entitled to relocation benefits. The Department will provide you with assistance to reestablish your business elsewhere, but we will not provide you with a new business.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

# Summary of Public Hearing
## June 2, 2005

| | No. |
|---|---|
| Total number of individuals registered at the public hearing | 24 |
| IDOT representatives (including consultant) | 8 |
| Breakdown of individuals who attended the hearing: | |
| City of Peru (including consultant) | 5 |
| FHWA | 1 |
| Peru Township | 1 |
| Other IDOT/retired IDOT | 6 |
| State Senator | 1 |
| Property Owners | 7 |
| News Tribune newspaper | 2 |
| WLPO/WAJK Radio | 1 |

Comments. 7 written comments were received. Comments included:

| Topic | No. Comments |
|---|---|
| Requested a plan sheet or additional information | 2 |
| Project seems reasonable and cost effective | 1 |
| Business owner concerned about being bought out | 1 |
| Drainage concerns east of Menard's | 2 |
| Hearing was to the point and helpful | 1 |

General Attitude Towards Project:

| | | |
|---|---|---|
| For the project | 3 | 43% |
| Against the project | 1 | 14% |
| Recognizes project inevitable | 0 | 0% |
| No preference stated | 3 | 43% |

## ANALYSIS OF PUBLIC HEARING
**June 2, 2005**

A public hearing was held for the improvement of FAI Route 80 (Illinois Route 251 interchange) Section (50-2)HBK & I-3 located in LaSalle County. The improvement consists of the reconstruction of the interchange, the removal & replacement of the two structures crossing over I-80, and the reconstruction of the LaSalle/May Road intersection.

The open house hearing was held on Thursday, June 2, 2005, from 4:00-7:00 p.m. in the Peru City Council Chambers.

The Department placed two public notices (May 5th and May 31st) in the News Tribune newspaper prior to the hearing. The Department also sent 27 letters (on May 2nd) to nearby property & business owners notifying them of the public hearing.

Personnel from the IDOT District 3 office were available to answer questions and receive comments on the project. In addition to plan sheets which depicted the proposed improvements, rights-of-way and easements, a copy of the approved IDS, cross sections and the pre-final project report were available for public review and comment.

See the attached Summary of Public Hearing for details regarding attendance and comments.

All of the comments were reviewed for possible plan revisions, and the Department met with city of Peru to discuss public comments and final project scope.

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Gerald Weller
U.S. Representative
2701 Black Road, Suite 201
Joliet, IL 60435-2926

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Representative Weller:

On June 2, 2005 the department hosted a public hearing regarding the reconstruction of the Peru interchange, the replacement of the structures crossing I-80, and the reconstruction of LaSalle/May Road. A total of 24 people registered at the meeting.

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

cc: Dick Smith

DPL:ct

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Frank Mautino
State Representative
108 West St. Paul Street
Spring Valley, IL 61362

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Representative Mautino:

On June 2, 2005 the department hosted a public hearing regarding the reconstruction of the Peru interchange, the replacement of the structures crossing I-80, and the reconstruction of LaSalle/May Road. A total of 24 people registered at the meeting.

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

cc: Brock Phelps

DPL:ct

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Barack Obama
U S. Senator
Kluczynski Building
230 South Dearborn, Suite 3900
Chicago IL 60604

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Senator Obama:

On June 2, 2005 the department hosted a public hearing regarding the reconstruction of the Peru interchange, the replacement of the structures crossing I-80, and the reconstruction of LaSalle/May Road A total of 24 people registered at the meeting

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru

Thank you for your interest in improving our highway system If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

cc: Dick Smith

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Richard J. Durbin
U.S. Senator
Kluczynski Building
230 Dearborn Street #3892
Chicago, IL 60604

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Senator Durbin:

On June 2, 2005 the department hosted a public hearing regarding the reconstruction of the Peru interchange, the replacement of the structures crossing I-80, and the reconstruction of LaSalle/May Road. A total of 24 people registered at the meeting.

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

cc: Dick Smith

DPL:ct

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Gary Dahl
Illinois State Senator
103 Fifth Street – P.O. Box 260
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Senator Dahl:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project. Preliminary engineering will continue with the department evaluating the issues which were raised and then coordinating the final project with the city of Peru.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

cc: Brock Phelps

DPL:ct

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 21, 2005

The Honorable Donald L. Baker
Mayor of Peru
1701 Fourth Street
P.O. Box 299
Peru, Illinois 61354

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mayor Baker:

Thank you for attending the I-80 / IL 251 public hearing at the Peru City Hall on June 2, 2005. A total of 24 people registered at the meeting.

We received seven comment sheets. Two comments favored the project, two requested plan sheets or additional information, two had concerns with the drainage east of Menard's, and the BP Amoco owner opposed the project.

Preliminary engineering will continue with the department evaluating the issues which were raised. We would like to meet and discuss the final project with the city of Peru. We will contact your office to schedule a meeting. Tentatively, we would prefer to meet with you during the week of July 11th.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

DPL:ct

# Appendix F

Right of Way Summary

Property Owner Coordination

# RIGHT OF WAY SUMMARY

| | Property Owner | Location | Proposed Right-Of-Way Acres | Proposed Temporary Easement Acres |
|---|---|---|---|---|
| | Clarence Trompeter<br>Tax I.D.#16-05-100-006 | North 0.18 & South 0.06 of I-80<br>West of IL 251 | 0.24 | 0 |
| Econo Lodge | Midwest Bank & Trust Co.<br>Tax I.D.#16-05-200-002 | North of I-80<br>West of IL251 | 0.31 | 0 |
| | Lamps/Tomaszewski<br>Tax I.D.#16-05-200-019 | South of I-80<br>West of IL 251 | 0.06 | 0 |
| | Michael Eiserman<br>Tax I.D.#16-04-101-003 | North of I-80<br>East of IL 251 | 0.19 | 0 |
| | Peru City Clerk<br>Tax I.D.#16-04-153-002 | South of I-80<br>East of IL 251 | 0.05 | 0 |
| | Wheeling Trust & Savings Bank<br>Tax I.D.#16-04-126-002 | North of I-80<br>East of IL 251 | 0.22 | 0 |
| | Wheeling Trust & Savings Bank<br>Tax I.D.#16-04-126-003 | North of I-80<br>East of IL 251 | 0.02 | 0 |
| | Mertel Investment Co., Inc.<br>Tax I.D.#16-04-176-001 | South of I-80<br>East of IL 251 | 0.07 | 0 |
| Kings Inn | Harold & Linda Lucas<br>Tax I.D.#11-32-476-011 | North of May Road<br>West of IL 251 | 0.08 | 0.09 |
| | McDonald's Corp.<br>Tax I.D.#11-32-477-003 | North of May Road<br>West of IL 251 | 0.05 | 0.04 |
| Shell | Etna Oil Company<br>Tax I.D.#11-32-477-002 | North of May Road<br>West of IL 251 | 0.01 | 0.03 |
| Arby's | MLC Enterprises<br>Tax I.D.#11-32-400-005 | South of May Road<br>West of IL 251 | 0 | 0.09 |
| BP | MKM Oil Inc.<br>Tax I.D.#11-33-300-004 | North of LaSalle Road<br>East of IL 251 | 0.58 | + Building<br>0 |
| | Ruth & Clyde Halm<br>Tax I.D.#11-33-300-003 | North of LaSalle Road<br>East of IL 251 | 0.07 | 0 |
| | Walter & Helen Lamps*<br>Tax I.D.#11-33-300-010 | North of LaSalle Road<br>East of IL 251 | 0.03 | 0 |
| | Total Right Of Way Required: | | 1.98 Acres | 0.25 Acres |

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

January 12, 2005

Mr. Jiten Drakumar / Mr. Jay Shree
MKM Oil, Inc.
1352 May Road
Peru, IL 61354
Tax ID No. 11-33-300-004

FAI Route 80 (I-80)
Section (50-2) HBK & I-3
LaSalle County
Peru Interchange

Dear Messrs. Drakumar and Shree:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Peru Interchange. The proposed improvement consists of the reconstruction of the I-80 / IL 251 interchange, the replacement of the two structures carrying IL 251 traffic over I-80, and the reconstruction of the LaSalle/May Road intersection. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons affected by the purchase of additional right of way an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, your company is the owner of the property shown on the attached drawing. There is approximately 0.5 acre of land owned by your company that the Department must acquire as additional right of way. This proposed right of way extends into the fuel-islands and building. See the attached drawing for more details.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self addressed, stamped envelope. Retain the second sheet for your personal records. If no word is received within 21 days, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

This spring, the Department of Transportation will conduct an open house public hearing regarding this project. Exhibits, maps and plans will be available for review and comment. We will send you another letter with the date and location for this meeting.

Upon completion and approval of our study, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region Two Engineer

By: Thomas R. Sancken, P.E.
District Studies and Plans Engineer

DL:ct

# Illinois Department of Transportation

Memorandum

| | | |
|---|---|---|
| To: | Files | |
| From: | T. Sancken | By: D. Lukkari |
| Subject: | Phone conversation with Mr. Patel | |
| Date: | January 19, 2005 | |

Mr. Patel (of the BP Amoco gas station) called late yesterday. I am not sure who took the call but I think it may have been Dan Mestelle. Mr. Patel received the January 12, 2005 letter which stated that IDOT may need to acquire 0.5 acre of land owned by him. It also had a drawing enclosed. Mr. Patel wanted to confirm what the letter was about.

I called back in the morning and talked to his wife. She said that he would be in after 11 A.M. I called back around 4 P.M. and explained to Mr. Patel that the state was reconstructing the interchange and the LaSalle/May Road intersection. I explained to him that the consultant's drawing proposes a new right turn lane which extends through his gas pumps. At this point, he mentioned that without the pumps he would be out of business and the state might as well buy the building too. I mentioned to him that was a possibility. He then asked about relocation costs. I explained to him that it would be better to meet him Friday to explain in more detail and to discuss this with personnel from our land acquisition department.

He then stated something about he may have to file another lawsuit against the state. He said that he had a lawsuit (new or old – I wasn't sure) against somebody who came on to his property and drilled a hole causing $20,000 worth of damage. He also mentioned that he recently bought a $300,000 home in the area. He then asked how soon this project was going to be built. I told him that phase 1 design would be done this year and then phase 2 design would take approximately two years. I mentioned that actual construction is not funded at this time but that this funding could occur at any time. He asked if 5 to 6 years would be a good guess and I mentioned that I just didn't know.

It was hard to figure his demeanor (obviously anybody would be upset to hear this news) from a phone conversation. He also seemed to be conducting business as we talked.

We set up a meeting for Friday at 11:30 A.M. to discuss the project in more detail.

# Illinois Department of Transportation

Memorandum

| | |
|---|---|
| To: | Files |
| From: | T. Sancken By: D. Lukkari |
| Subject: | Meeting with Mr. & Mrs. Patel (BP Amoco owners) |
| Date: | January 21, 2005 |

We met with the owners of the BP Amoco gas station this morning (myself and Tina Rowe of our land acquisition department) from 11:30 to 12:30.

The name and address were incorrect on the letter we sent them. Their names are: Mr. Jitendrakumar Patel and Mrs. Jayshree Patel and the business address for MKM Oil, inc. is 203 LaSalle Road, LaSalle IL. Mr. Patel goes by the name of Jesse to make it easier for people to pronounce his name.

I first explained that there are two separate projects in the area. I explained that Wal-Mart bought approximately 50 acres north of the BP property and is planning two entrances off IL 251 and another on LaSalle Road – east of their business. I mentioned that this other project applied for permits through IDOT and their preliminary plans proposed a right turn lane being added, for westbound LaSalle traffic turning north on to IL251. I said that IDOT has nothing to do with that project other than approving the entrance permits.

I then explained the IDOT project which involves moving the north legs of the interchange closer to I-80. This should move the two traffic signals (at WB ramps/IL251 and LaSalle/May Road/IL251) farther apart thus reducing the high amount of accidents in the area. The consultant is proposing 3 lanes in front of their BP business – a left turn, a through lane, and a right turn lane. Currently the westbound traffic on LaSalle Road has one lane that serves all three turning movements (there also is a paved shoulder approximately 9' wide). Because of this extensive widening, I showed the couple where the proposed right turn lane runs directly through their pump island and the construction limits are near the middle of their building. As for the project's schedule, I explained that phase 1 design would be done by the fall of 2005 and then the construction plans could be designed in approximately 2 years. At this point, the project could be constructed or sit for years until funding is secured.

As for the relocation of his business, Mrs. Rowe said that Mr. Bill Sinon is the district's expert in that field. Mrs. Rowe stated that if Mr. Patel wants the process to be explained in more detail that she can set up a meeting between them. I gave Mr. Patel a copy of the "Summary of Land Acquisition Process."

Mr. Patel stated that Wal-Mart bought 56 acres and that he is the only parcel left in the area – north of LaSalle Road. They have made him a generous offer but he stated that they are holding out for as long as they can. He went on to say that they have moved around every 3 years and when he first received the R.O.W. letter from the state, he told his wife that the cycle would probably continue. They bought the BP station approximately a year ago after moving here from Texas. They have a daughter who was recently transferred to the area and they purchased a house in Saddlewood Estates in Marseilles. Mr. Patel also mentioned that he has a son in medical school and once he graduates they would probably retire.

Mr. Patel also discussed the recent problem (within the last year?)that he had with a company who was drilling holes on or near his property. A customer arrived at his station and could not pump any gas. Mr. Patel found the pumps were not working and had to pay someone $1000 to tell him that the pumps were automatically shutoff due to a leak being detected. He then paid someone $1500 to locate the source of the leak and they pointed to one of the new core holes. He ended up paying a contractor approximately $10,000 to dig up and repair the damaged line. This was the $20,000 lawsuit that Mr. Patel mentioned over the phone on January 19, 2005. He gave me a business card of the party involved. They were the Illinois Department of Natural Resources – Illinois State Geological Survey. According to our environmental unit they are the people who do environmental work for the state. It may be possible that Wal-Mart hired them to do some testing on the BP site. This matter needs additional research to find out what happened, whether the core hole was on state R.O.W., and who the drilling company was.

Mr. & Mrs. Patel were very friendly and they made it sound like there would be no hardship in having to sell the property. Whether they sell to Wal-Mart or the state (or someone else) will be determined in the future. I also explained to Mr. Patel that there would be a public hearing within the next 3 or 4 months to discuss the project and that he would be invited by letter – along with the other property owners.

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 2, 2005

Mr. and Mrs. Jitendrakumar Patel
MKM Oil, Inc.
203 LaSalle Road
LaSalle, IL 61301
Tax ID No. 11-33-300-004

FAI Route 80 (I-80)
Section (50-2) HBK & I-3
LaSalle County
Peru Interchange

Dear Mr. and Mrs. Patel:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Peru Interchange. The proposed improvement consists of the reconstruction of the I-80/Illinois Route 251 interchange, the replacement of the two structures carrying IL 251 traffic over I-80, and the reconstruction of the LaSalle/May Road intersection. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

The purpose of this letter is to provide persons affected by the purchase of additional right of way or temporary easements an opportunity to comment on a project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, you are the owners of property along the proposed improvement.

On Thursday June 2, 2005, the Illinois Department of Transportation will be conducting an open house public hearing from 4 p.m. to 7 p.m. at the Peru City Hall at 1701 Fourth Street. Illinois Department of Transportation personnel will be available to address questions and comments about the project. Exhibits, maps and plans will be available for review and comment. There will be no formal presentation.

Upon completion of our study, a report will be prepared describing the proposed work. Once the report is approved, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steve Andrews

By: Steve Andrews, P.E.
Acting District Studies and Plans Engineer

DL:ct

**The previous letter was sent on May 2, 2005 to the following property owners:**

Mr. Clarence Trompeter
641 South Columbus
Alexandria, VA 22314
Tax ID No. 16-05-100-006

Midwest Bank & Trust Co. – Trust No. 00-1-7749
1606 North Harlem Ave.
Elmwood Park, IL 60707
Tax ID No. 16-05-200-002

Mr. Michael H. Eiserman
5333 Birchwood Avenue
Skokie, IL 60077
Tax ID No. 16-04-101-003

J & L Oil Inc.
204 Route 45
Vernon Hills, IL 60061
Tax ID No. 16-04-126-004

Ms. Judith A. Heuser
City Clerk
P.O. Box 299, 1727 4th Street
Peru, IL 61354
Tax ID No. 16-04-153-002

Mertel Investment Company, Inc.
West Water Street
Peru, IL 61354
Tax ID No. 16-04-176-001

MLC IV Enterprises
P.O. Box 315
St. John, IN 46373
Tax ID No. 11-32-400-005

Harold & Linda Lucas
1717 Creve Coeur
LaSalle, IL 61301
Tax ID No. 11-32-476-011

Mr. Harry Pappas
McDonald's Corporation
3947 Frontage Road
Peru, IL 61354
Tax ID No. 11-32-477-003

Etna Oil Co.
786 Centennial Drive
P.O. Box 429
Ottawa, IL 61350
Tax ID No. 11-32-477-002

Mr. Walter Lamps & Mr. Albert Tomaszewski - Trust #1
1818 Juniper Drive
Peru, IL 61354
Tax ID No. 16-05-200-019

Mr. & Mrs. Jitendrakumar Patel
MKM Oil, Inc.
203 LaSalle Road
LaSalle, IL 61301
Tax ID No. 11-33-300-004

Wheeling Trust and Savings Bank
4 South Milwaukee Road
Wheeling, IL 60090
Tax ID No. 16-04-126-002, -003

Walter & Helen Lamps
1818 Juniper Drive
Peru, IL 61354
Tax ID No. 11-33-300-010

Ruth and Clyde Halm
c/o Mazie Ruzic
178 Beacon drive
Belvidere, IL 61008
Tax ID No. 11-33-300-003

Mr. Robert Norquist
Menard's, Inc.
4777 Menard Drive
Eau Claire, WI 54703
Tax ID No. 16-04-151-006

**Illinois Department of Transportation**
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 2, 2005

Mr. Paul Ernat
Ray Farm Management
P.O. Box 39
Princeton, IL 61356
Tax ID No. 16-05-100-06

FAI Route 80 (I-80)
Section (50-2) HBK & I-3
LaSalle County
Peru Interchange

Dear Mr. Ernat:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of the Peru Interchange. The proposed improvement consists of the reconstruction of the I-80/Illinois Route 251 Interchange, the replacement of the two structures carrying IL 251 traffic over I-80, and the reconstruction of the LaSalle/May Road intersection. This project is unfunded in the FY 2005-2011 Proposed Highway Improvement Program and will be monitored and considered for inclusion in future programs.

It is the policy of the Department to provide persons adjacent to projects an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists. Based on our review of the latest tax records of LaSalle County, you own property along the proposed improvement.

On Thursday June 2, 2005, the Illinois Department of Transportation will be conducting an open house public hearing from 4 p.m. to 7 p.m. at the Peru City Hall on Fourth Street. Illinois Department of Transportation personnel will be available to address questions and comments about the project. Exhibits, maps and plans will be available for review and comment. There will be no formal presentation.

Upon completion of our study, a report will be prepared describing the proposed work. Once the report is approved, we will proceed with the plan preparation and land acquisition phase. At that time, a representative of the Department will contact you regarding any necessary land acquisition.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mr. Duane Lukkari, Studies & Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steve Andrews

By: Steve Andrews, P.E.
Acting District Studies and Plans Engineer

DL:ct

**The previous letter was sent on May 2, 2005 to the following property owners:**

Mr. Robert J. Lenz
205 N. Main Street
Suite 103
Bloomington, IL 61701
Tax ID No. 16-05-100-004

Nancy S. Hyson
2113 12th Street
Peru, IL 61354
Tax ID No. 16-05-200-003

Etna Oil Company, Inc.
202 LaSalle Road
LaSalle, IL 61301
Tax ID No. 16-04-101-001

Mr. Charles Fiscus
Fiscus, Peru
Los Angeles, CA 90064
Tax ID No. 16-04-151-007

Tri-State Hotel Group, LLC
4389 Venture Drive
Peru, IL 61354
Tax ID No. 16-05-200-023

Peru North Development
Midwest Heritage Inn
1202 Westrac Drive
Fargo, ND 58103
Tax ID No. 16-05-200-021

Bef Reit, Inc.
3776 S. High Street
Columbus, OH 43207
Tax ID No. 16-05-200-022

Ms. Aida Baez, Legal Assistant
General Mills Restaurants, Inc.
1751 Directors Row
Orlando, FL 32809
Tax ID No. 16-05-200-018

Mr. Ryan W. Cawley, Trustee
The Cawley Family Trust
1409 Bucklin Street
LaSalle, IL 61301
Tax ID No. 16-05-200-011

Kelly & Cohen Appliances, Inc.
2875 Needmore Road
Dayton, OH 45414
Tax ID No. 16-05-200-013

Mr. Paul Ernat
Ray Farm Management
P.O. Box 39
Princeton, IL 61356
Tax ID No. 16-05-100-06

FILE COPY

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 19, 2005

Ms. Jane Trompeter
641 South Columbus
Alexandria, VA 22314
Tax ID No. 16-05-100-006

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Ms. Trompeter:

Enclosed are some items that we discussed by telephone on May 18, 2005:

1. A cover page from the Intersection Design Study

2. Preliminary right-of-way plans for the "west end" of the project

3. A summary of the land acquisition process

The preliminary right-of-way estimates are for 0.685 acres north and 0.12 acres south of interstate 80.

If you have any further questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

TB

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

# Illinois Department of Transportation

Memorandum

| | |
|---|---|
| To: | Files |
| From: | Duane Lukkari and Ted Fultz |
| Subject: | FAI 80 - Section (50-2) HBK & I-3 – LaSalle County |
| Date: | May 16, 2005 |

Today we met with Mr. Harold Lucus, the property owner of the motel located west of Trompeter Road.

Mr. Lucus explained that the motel has been converted to apartments and the banquet hall is for sale. I explained that the proposed road would be relocated approximately 20' to the north. This would be into his sign – which is constructed of stacked timbers with bushes and the sign located in the center. We explained that during the land acquisition phase that he would be compensated for any proposed right-of-way, temporary easement, and the relocation of the sign (if it needs to be moved and is on his property now). He mentioned that he would like to move the sign farther north. I explained that the preliminary ROW estimates have 0.08 acres of right-of-way and 0.14 acres of temporary easement being required at this time.

We also asked if he wanted the guardrail located on the east side of his entrance. It doesn't seem to protect anything and could be a hazard to the motorists. We explained that the guardrail is located along the property lines and should be removed and not replaced. He said the guardrail was there before he purchased the property and he did not know the history of why it was erected. Mr. Lucus did not object to removing the guardrail.

Mr. Lucus showed us a hole in the ground which is located to the north and just west of Trompeter Road. He thinks that a storm sewer has a small hole and when under pressure, water bubbles up from the ground. He also mentioned that he would prefer to have his entrance relocated to Trompeter Road instead of May Road. Mr. Fultz replied that these two items would have to be coordinated by Mr. Lucus to the city of Peru, who has jurisdiction over Trompeter Road. Mr. Lucus mentioned that he does not want to spend a lot of money moving the entrance.

Mr. Lucus's phone number is 220-1085 and his cell number is 252-5348.

DPL

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 6, 2005

Etna Oil
Mr. William Hess
P.O. Box 429
Ottawa, Illinois 61350

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Hess:

Enclosed are the drawings that you requested (by telephone) on June 3, 2005.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B Andrews

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

PERONA, PETERLIN, ANDREONI & BROLLEY, LLC
4110 Progress Boulevard Peru, Illinois 61354
815-224-4102 Fax: 815-224-1998 E-mail: peronap@ivnet.com

May 16, 2005

Illinois Department of Transportation
c/o Steve Andrews, P.E.
Division of Highways/Region 2/District 3
700 East Norris Drive
Ottawa, IL 61350-0697

Dear Mr. Andrews:

I represent Ruth Halm, whose daughter, Mazie Ruzic received a letter from you about improvements being made at the intersection of the LaSalle/May Road and Route 251. If you could please forward to us a photocopy of the drawing for the proposed improvements at the northeast corner of that intersection, where the Ruth Halm property is located, it would be appreciated.

Thank you for your cooperation.

Yours very truly,

Paul Perona

PP/bb

LAND ACQUISITION
MAY 17 '05

| | | |
|---|---|---|
| Land Acq Eng | | |
| Prog Dev Eng | | |
| Plats | | |
| Contracts | | |
| Appraisal | | |
| Property | | |
| Negotiation | | |
| Condemnation | | |
| Signboards | | |
| Survey | | |
| See Me | | |

PAUL PERONA JAMES A. ANDREONI
GARY L. PETERLIN VINCENT D. BROLLEY DAVID DAY

FILE COPY

**Illinois Department of Transportation**
Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

May 19, 2005

Mr. Paul Perona
Perona, Peterlin, Andreoni & Brolley, LLC
4110 Progress Boulevard
Peru, Illinois 61354
Tax ID No. 11-33-300-003 - Ruth Halm / Mazie Ruzic

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County

Dear Mr. Perona:

Enclosed are the drawings that you requested in your May 16th letter to the department.

The preliminary right-of-way needed from your client is 3100 square feet (0.07 acre). A summary of the land acquisition process is also enclosed.

If you have any further questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

Steven B. Andrews TG

By: Steven B. Andrews, P.E.
Acting District Studies and Plans Engineer

DPL:ct

# Appendix G

Commitments:

Meeting Minutes Dated July 12, 2005

July 13, 2005

Route FAI 80 – Peru Interchange
Section (50-2) HBK & I-3
LaSalle County
S.N.'s 050-0077 & 050-0078

**Meeting Minutes**

1. On July 13, 2005 a meeting was held at the Peru City Hall to discuss the public comments resulting from the June 2, 2005 public hearing for the proposed reconstruction of the I-80 Peru Interchange and to discuss finalizing the Phase I preliminary engineering study. See the attached agenda. The following attended:

| | |
|---|---|
| Ted Fultz | District 3 Location & Environmental Studies Engineer |
| Steve Ferguson | District 3 Hydraulic Engineer |
| Duane Lukkari | District 3 Phase I Engineer |
| Donald Baker | Mayor of Peru |
| Roger Chamlin | City Engineer |
| John Micheli | Building & Zoning Inspector |
| Frank Taylor | Assistant Building & Zoning Inspector |

After introductions, the following items were discussed:

2. Mr. Lukkari reviewed the Public Hearing Summary. See attached copy.

3. Mr. Fultz asked the city to elaborate on the drainage problems which they had commented on east of the Menard's store. Mr. Fultz noted that the outside edge of the existing paved ditch in this area, which had been constructed by permit for the city's detention pond, is higher than the adjacent field. It is not clear if it was originally constructed higher than the adjacent field or if the field has eroded. Mr. Lukkari distributed eight 8 ½" x 11" pictures which were taken on March 26, 2004 following a heavy rainstorm, which showed standing water in this area. Mr. Micheli stated that the concrete paved ditch overflows at times trapping water on to the Mertel Investment property, which is located south of the ditch, and that the existing crossroad culverts are often blocked with debris. He also questioned if the twin 24" cross culverts under I-80 were adequately sized and located for the ditch flow. Mr. Micheli suggested that lowering the ditch grades in this area may help the drainage problems and that 50' of the Tiki concrete ditch, which connects the northern I-80 ditch to the LaSalle Road ditch, may have to be reconstructed to accomplish this.

4. Mr. Ferguson discussed the existing field tiles in the area with a drawing. He noted that poor drainage tile condition or maintenance could be contributing to poor drainage in this area. Mr. Micheli asked if the property owner could get this tile information so that the owner could check the status of these tiles.
**Follow-up: This information was sent to the property owner on July 19, 2005.**

5. Mr. Chamlin asked who built the concrete paved ditch that runs north-south along the Tiki property. Mr. Fultz stated that if the ditch was built on private property then a permit probably would not have been required.

6. Mr. Fultz asked the city how much water is pumped from the detention pond to the ditch and if it met the release limits. Additionally, he asked if the pond had been adequately sized for the actual developments which have occurred in this area and if there were any plans to enlarge or clean the pond. Mr. Chamlin responded that the detention pond had been sized for based on the planned development of the entire area. There are currently no plans to enlarge the pond. However, it may require cleaning. He will check with Bill Etzenbach of his office regarding the pumping release rate questions.

7. Mayor Baker asked if anyone has checked the elevations of the I-80 ditch and the lake owned by Sunstrand/Mertel. He wondered if it was an option to cut a ditch to redirect some water to this lake or pump it to it. Mr. Taylor raised concerns that if this was done the high concentrations of salt (in the winter) in the water could be harmful to the fish in the pond. Mr. Ferguson had a drawing which showed the elevations to be close. A more detailed study with a detailed 2' contour map would be required. However, this is beyond the scope of the IDOT proposed improvement and more appropriately is a matter for discussion between the property owners and the city. The department typically perpetuates existing water flow across the roadway right of way without diversion and perpetuating existing drainage summits.

8. Mr. Micheli noted that there are drainage problems along LaSalle Road north of this improvement, which may be interrelated with this project. Mr. Fultz responded that these drainage issues are beyond the limits and scope of the proposed interchange reconstruction. However, the city may send a letter to the Regional Engineer about these additional drainage concerns for consideration as separate studies and/or improvements.

9. Mr. Lukkari asked about the city's plans to develop the old railroad grade (north of the proposed Kohl's) into a four-lane road. The city replied that they are constructing 1200' of road in the near future for access to the new development. This may be extended in the future as needed.

10. After Mr. Fultz reviewed the project schedule and noted that it was not programmed for construction, Mr. Micheli asked if there was a plan to re-waterproof and/or resurface the I-80 structures prior to the proposed reconstruction due to their deteriorating condition. He said that he will discuss this with State Senator Dahl. IDOT did not have any information regarding maintenance plans for these structures in the interim, but will notify the Bureau of Operations of the local concerns.
**Follow-up: The Bureau of Operations was notified on July 14, 2005 regarding the surface conditions of these two bridge decks.**

11. Mr. Fultz reviewed the possible local cost participation items (see attachment) and stated that during Phase II the department will contact the city to finalize through agreement the items and estimated costs. Mayor Baker asked questions regarding the participation costs. Specifically, he requested an estimated cost for the emergency traffic signal pre-emption devices. Mr. Fultz noted that the city may be responsible for the relocation of the paved ditch along the south side of I-80 that extends from the detention pond to the twin culverts because it was done under a permit. IDOT will research this matter further.
**Follow-up: The pre-emption devices typically cost $1000 per device or $4000 for a four-legged intersection. Regarding the paved ditch, the 1979 Highway Permit states that if the paved ditch needs to be relocated, it will be done at the expense of the permit applicant.**

12. Mr. Fultz stated that if the city wanted to add any future casings (such as for water or sewer) that now would be a good time to start designing them into the project. This way they could be built before or during the project at 100% city cost.

13. Mr. Fultz closed the meeting by stating that the department intended to finalize the Phase I study with a proposed scope which will include grading and reconstructing ditches in the area of concern. Along the south side of I-80, the proposed ditches will generally be lower than the existing ditch elevations. A paved ditch will be proposed along the north side of I-80 between the twin cross road culvert outlet and the paved ditch which runs north (along Tiki) to LaSalle Road. This work should improve the roadway drainage in this area. However, it will not resolve all of the local area drainage issues.

Commitments

The above summation is our interpretation of the items discussed and decisions reached at the above referenced meeting. Any persons desiring to add to or correct these minutes are requested to send their comments in writing to the Illinois Department of Transportation by August 1, 2005. Otherwise the minutes will stand as written.

Minutes By: Ted Fultz, Steve Ferguson, & Duane Lukkari