



Request for Statement of Interest (SOI)
Bliss Road over Blackberry Creek

The Kane County Division of Transportation is in need of professional services from a qualified engineering firm to provide engineering services as detailed in the attached preliminary scope of work.

The County anticipates initiating this work in 2014, with construction to take place in 2016.

A Statement of Interest shall be submitted **VIA KDOTQBS** no later than **4:00 P.M.** on **January 10th, 2014**, and should be addressed to **Michael Zakosek, P.E., Senior Project Manager.**

Statements of Interest received will be used by County engineering staff to develop a short-list of three (3) firms. The County will then submit a Request for Proposal (RFP) and schedule interviews with the short-listed firms.

For more information regarding the SOI, such as content and format of these items, please reference the QBS document found at <http://www.co.kane.il.us/dot/consultant/selectionProcess.pdf>. Also, the SOI shall be submitted in PDF format viewable with the latest version of Adobe reader.

If the respondent plans to utilize a sub-consultant for any portion of this work please note this on the submitted Statement of Interest.

Short-listed firms will be posted at www.co.kane.il.us/dot. Click on the link labeled "Consultant Selection", then click on the link labeled "Consultant Selection Summary Table".

A Statement of Interest (SOI) received after the above noted deadline will not be considered.

**Bliss Road over Blackberry Creek
Scope of Work**

PROJECT DESCRIPTION/PRELIMINARY SCOPE OF SERVICES

This work consists of phase II design services needed to replace the Bliss Road over Blackberry Creek bridge. The proposed work is detailed in the following project development report.

This work includes all design, permitting, coordination and plan preparation activities necessary to construct the project.

Categorical Exclusion - Group II

**BLISS ROAD (FAP 520)
OVER BLACKBERRY CREEK**

KANE COUNTY

SECTION NO. 08-00058-02-BR

PROJECT NO. BHOS-0089(123)



November 6, 2013

Prepared for:
Kane County Division of Transportation

By:
Wills Burke Kelsey Associates
St. Charles, Illinois



County: Kane
Local Public Agency: Kane County Division of Transportation
Section Number: 08-00058-02-BR
Route: F.A.P. 520

Project Number: BHOS-0089(123) Project Length: 0.34 miles

Street/Road Name: Bliss Road

Termini: over Blackberry Creek (Sta. 10+35 to Sta. 28+30)

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

County Engineer Date

Categorical Exclusion and Design Approval Recommended

Local Agency Date

Regional Engineer Date

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

Design Approval

Bureau of Local Roads & Streets Date

1. LOCATION AND EXISTING CONDITIONS

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

The Bliss Road Bridge over Blackberry Creek is located in Sugar Grove, Kane County in Sections 9 and 16 of Sugar Grove Township (Tier 38 North, Range 7 East). The bridge is located approximately 0.21 miles northeast of the Bliss Road intersection with Illinois Route 47. The project length is 0.34 miles, from Sta. 10+35 to Sta. 28+30. See **Exhibit 1** for the Location Map.

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

Land Use

The predominant land use adjacent to and nearby the project site includes nature preserves, low density single-family residential, townhomes and church. The Bliss Woods Forest Preserve is located along the west side of Bliss Road. The parcel on the east side of Bliss Road north of the creek was formerly a sportsmen's club featuring shooting ranges and is now unoccupied.

Description of Roadway

Bliss Road is functionally classified as an Other Principal Arterial (OPA) and marked as Federal-Aid Primary (FAP) 520. The roadway is on the National Highway System. The Kane County Division of Transportation (KDOT) has jurisdiction and maintenance responsibility for the roadway and bridge.

The roadway has three 12-foot hot-mix asphalt lanes and type B6.24 curb and gutter at the southern end of the project area. The third lane is a southwest-bound left turn lane onto Capitol Drive. The roadway tapers down to two 12-foot lanes plus 8-foot aggregate shoulders with vegetation approximately 100 feet south of the bridge. The bridge surface is 40 feet wide with an hot-mix asphalt wearing surface. North of the bridge, the roadway has two 12-foot hot-mix asphalt lanes plus approximately 8-foot aggregate shoulders with vegetation to the limits of the guardrail. North of the limits of the guardrail, the aggregate shoulders are approximately 2 feet wide, but are overgrown with vegetation. See **Exhibit 2** for the existing typical sections.

Detailed alignment information of the existing roadway is not available. Therefore the existing horizontal alignment was determined based on a best fit approximation. Bliss Road within the project limits contains two "broken back" curves with a 110-foot tangent in between. The southern curve has a radius of 950 feet, which corresponds to a 6-degree curve. The curve's superelevation rate is 4%. The northern curve has a radius of 1,900 feet, which corresponds to a 3-degree curve. This curve has a normal crown. The tangent is located at the bridge span.

Starting from Capitol Drive, Bliss Road has a down grade of -1.2% which increases to -3.5%. A tangent of approximately 50' exists before the down grade decreases in magnitude to approximately -2.0%. Then, immediately north of the bridge, the grade is level for approximately 200 feet. The grade then increases to +1.0% for approximately 200 feet and then decreases to +0.5%.

Residential driveway entrances are located at Sta. 11+76 (LT) and 14+86 (LT & RT). Commercial entrances are located at Sta. 13+50 (LT) and 24+92 (LT). The entrance located at Sta. 13+50 (LT) serves as one of the two entrances for the Village Bible Church of Sugar Grove. The other church entrance is on Ill. Rte. 47 outside the project limits. The entrance located at Sta. 24+92 (LT) is the main entrance for the Bliss Woods Forest Preserve. A private entrance is located at Sta. 20+70 and serves the vacant property of the former Aurora Sportsman's Club.

The existing right-of-way along Bliss Road varies from 70 feet to 150 feet. At the southern project limit to just south of the existing bridge the right of way is 93 feet (33' – 60'). North of the existing bridge the existing right of way is 70 feet (40' – 30'). Distances are measured from the existing centerline of the roadway. **Exhibit 4** depicts the existing right of way.

Drainage

Southwest of the bridge, where curb and gutter exist, storm water runoff is generally conveyed via storm sewers. On the southeastern side of the roadway near Sta. 13+15, the 36" storm sewer outlets into a paved ditch for approximately 150 feet. Then it enters a 42" sewer prior to outleting into the creek near the southeastern wingwall

of the bridge. North of the bridge, storm water runoff sheet flows into the wetlands on both sides of the roadway. The storm water runoff eventually reaches Blackberry Creek, which is within the Fox River watershed of Kane County. Bliss Road encroaches transversely upon the 100-year floodplain. See **Exhibit 7** for the FIRM.

Utilities

To identify utility facilities within the project limits, a design stage request was submitted to J.U.L.I.E. which determined that the following companies have utilities within the project limits: AT&T Distribution, AT&T Transmission, ComEd, Kane County Division of Transportation, Nicor, Village of Sugar Grove, and Mediacom. The Village of Sugar Grove indicated that the Fox Metro Water Reclamation District owns a sanitary sewer within the project site. Location information including available atlases were requested from these companies. AT&T Distribution, AT&T Transmission, ComEd, Kane County Division of Transportation, Nicor and the Village of Sugar Grove have responded to the request. See **Appendix D** for correspondence received from the utilities. Utility locations are shown in **Exhibit 4**, plan and profile sheets.

No response received from Mediacom.

AT&T Transmission indicated that they had no facilities that would be affected by this project. AT&T Distribution has underground facilities on both sides of Bliss Road for most of the length of the project.

South of the bridge, ComEd maintains overhead 3-phase 12kV electric facilities on the eastern side of the roadway. Near Sta. 15+50, it crosses the roadway. From there, the overhead facilities run along the west side of the road until Sta. 21+10, where it crosses over to the east side. ComEd facilities also cross the roadway near Sta. 11+70 and Sta. 20+60 to serve customers. Additionally ComEd has underground facilities on the south side of Capitol Drive and leading to its customer near Sta. 20+60, on the east side of Bliss Road.

The Kane County Division of Transportation has storm sewers described in the "Drainage" section.

Nicor has 2" underground gas mains on the west side of Bliss Road, near the edge of existing pavement, for the entire length of the project.

The Village of Sugar Grove owns and maintains a 12" water main on the east side of Bliss Road for the entire length of the project. The offset of the water main from the centerline of roadway varies the length of the project. North of the bridge the water main is located within an easement and the existing right of way. South of the bridge, the water main appears to be outside the existing right of way at several locations. There are several valve vaults and fire hydrants within the project limits.

The Fox Metro Water Reclamation District has a 36" sanitary sewer interceptor that crosses Bliss Road on a skew near Sta. 14+25. It is buried 15' to 20' below the ground's surface.

Parking

Parking is prohibited along Bliss Road.

Traffic Control

Capitol Drive which is just south of the project limits is subject to stop control.

Roadway Lighting

There is no roadway lighting within the limits of the project.

Public Transportation Facilities

The 2013 RTA System Map was reviewed and there are no PACE bus routes along Bliss Road.

c. **Traffic Data**

Current ADT: 10,900 % trucks: 4

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

Design Year: 2040 ADT: 12,000 DHV: 1,000 % trucks: 4

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

The location of existing Structure No. 045-3006, is identified in **Exhibit 1**, Location Map. It is a single span PPC deck beam bridge with concrete closed abutments on spread footings. The original structure was built in 1931 and its superstructure was widened to 40-feet and approach spans added in 1979. The bridge measures 50-feet back to back of abutment caps. The approach spans measure 21'-8" and consist of precast channel beams outboard of the approach pavement. The deck and superstructure are in poor condition; see *Master Structure Report* in **Appendix B**. The *Bridge Condition Report* was approved on December 15, 2010. The scope of work is bridge replacement. The *Preliminary Bridge Design and Hydraulic Report* was approved on October 17, 2012. See **Appendix B** for the *Bridge Condition Report* and *Preliminary Bridge Design and Hydraulic Report* approvals.

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

There are no railroad crossings within or near the project limits.

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

The roadway south of Capitol Drive has three 12-foot hot-mix asphalt lanes and type B6.24 curb and gutter. The third lane is a northeast-bound right turn lane onto Capitol Drive

At the northern project limits the cross section of the roadway consists of two 12-foot hot-mix asphalt lanes plus approximately 5-foot hot-mix asphalt/aggregate shoulders with vegetation to the limits.

2. Proposed Improvement

- a. Discuss the purpose and need of the project:

According to the Illinois Department of Transportation "Master Structure Report", **Appendix B**, the bridge is structurally deficient. It has a sufficiency rating of 48.6. Because the bridge's sufficiency rating is less than 50.0, the bridge is eligible for rehabilitation or replacement under the Federal Highway Bridge Program (HBP). Complete replacement is proposed. The FHWA and IDOT confirmed that the bridge is eligible for HBP funding on June 12, 2012. Refer to FHWA/IDOT Coordination Meeting Minutes in **Appendix C**.

The purpose of this project is to replace this structurally deficient bridge with a bridge that is structurally adequate for the proposed loading and conveys the 30-year storm event with a minimum of 1-foot of freeboard clearance.

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

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

Functional Classification: Arterial Collector Local Road Other OPA

Terrain: Level Rolling

Regulatory or Posted Speed Limit: 40 mph Design Speed: 45 mph

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

Refer to **Exhibits 3A and 3B** for the Proposed Typical Sections and **Exhibit 4** for the Proposed Plan and Profile.

The existing bridge will be removed and replaced with a wider bridge. The roadway will be constructed with two 12-foot traffic lanes with a 12-foot painted median / left turn lane with a transition to two 12-foot traffic lanes at the northern end of the project. Adjacent to the traffic lanes, 5-foot paved shoulders are proposed to accommodate bicyclists. Type B6.24 curb and gutters adjacent to the paved shoulders are proposed from the southern limit of the project to the south approach slab (Sta. 15+82.49). North of the bridge, the roadway will not have curb and gutter.

The alignment will shift slightly toward the east where there is generally more available right-of-way to accommodate the addition of a center turn lane / striped median. The two tangents at the ends of the project are connected by a compound curve. Curve 1 begins shortly after the beginning of the project. Its radius is 1000' and superelevated at 4%. The PCC of Curve 2 is within the limits of the bridge deck. The radius of Curve 2 is 3000' and superelevated at 2.5%. To avoid superelevation transition within the bridge and approach slabs, the superelevation transition between Curves 1 and 2 will begin immediately north of the approach slab on the north side of the bridge. The location of this superelevation transition is in general conformance with Section 29-3.02(c) in the BLR Manual, which allows for flexibility on locating superelevation transitions to avoid placement on structures and approach slabs. Beyond the limits of superelevation and transitions, the roadway will have a normal crown of 2%.

The profile will be raised approximately 3 feet over the creek so that the bottom cord will meet freeboard requirements. The steepest grade will be reduced from 3.5% to 2%. North of the bridge, the proposed grade will approximately match the existing grades which vary from 1.31% to 0.34%. The location of the minimum grade of 0.34% is beyond the limits of the curb and gutter. Vertical curve lengths conform to the design criteria. Because there is no apex or low point associated with the vertical curve at VPI Sta. 12+00, the K-Value limit of 167 for drainage does not apply.

The southern limit of the project extends past the touchdown point of the profile to accommodate a taper at the end of the southbound shoulder. The northern limit of the project extends past the point of touchdown to allow for the construction of an exclusive left turn lane at the entrance to the forest preserve.

Drainage

In general, stormwater will be conveyed similarly to the existing condition. South of Blackberry Creek, the stormwater runoff will be conveyed similarly in the proposed condition as the existing condition, except that the paved ditch will be removed and replaced with sewer pipe and existing pipes will be replaced. The storm sewers will outlet into Blackberry Creek. North of the creek, on the east side of the roadway, stormwater will be conveyed toward the creek via a drainage ditch. On the west side of the roadway north of the bridge and south of Sta. 20+25, runoff will sheet flow into the adjacent wetland. North of Sta. 20+25, stormwater will be conveyed toward the wetland via a ditch. Portions of the drainage ditches will be oversized to accommodate compensatory stormwater storage. See Section 6, Floodplain Encroachment, for more information.

South of the bridge, the sideslopes have been designed to smooth out the parkways. The existing paved ditch will be filled to form a parkway with a 4% to 15% slope. Where practical, the sideslopes were kept to a maximum steepness of 1:4 (V:H). Close to the bridge, the side slopes increase steepness to 1:3 and 1:2 at the abutments. North of the bridge, side slopes range from 1:2 at the abutment to 1:4.

Within the limits of the curb and gutter, the clear zone from 1.5' from the face of the curb will be kept free of obstructions. Beyond the limits of the curb and gutter, a 24-foot clear zone based on BLR Fig. 35-2A will generally be provided, though some trees within the clear zone will remain. Utilities to be relocated including ComEd poles and fire hydrants will be placed outside the limits of the clear zone. Guardrail is proposed along segments where the side slope will be steeper than 1:4 with the exception of the segment adjacent to the proposed oversized ditch on the west side of the roadway. The bottom of the ditch will remain free of fixed objects so it can serve as a clear zone because the 1:3 side slopes is non-recoverable.

There are no proposed changes to the intersection of Bliss Road at Capitol Drive except for a slight change in the profile. No change in the traffic control devices is proposed.

No new roadway lighting is proposed.

Utilities

AT&T distribution has underground facilities north and south of the bridge on both sides of the roadway. Conflicts are anticipated. During Phase II, it is recommended test holes be augured to determine location and depth of the facilities.

Anticipated conflicts exist with Commonwealth Edison overhead facilities including several power poles within the project limits.

Nicor maintains a 2-inch underground gas main on the west side of Bliss Road, near the edge of existing pavement, for the entire length of the project. It is anticipated this gas main will have to be relocated.

The Village of Sugar Grove maintains a 12-inch ductile iron water main along the east side of Bliss Road throughout the project limits. It appears the water main is located within an easement at several locations; therefore, any cost associated with the relocation of the water main would be the shared by the County.

Refer to **Appendix D** for utility coordination.

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

No on-street parking is allowed on Bliss Road, therefore, parking will not be provided.

A roadside mailbox is located immediately north of the driveway entrance at Sta. 11+75 (LT). Two mailboxes are located on the same post immediately south of the driveway entrance at Sta. 14+85 (LT). They do not appear to have hazardous supports; however, the proposed work requires the mailboxes to be relocated. Mailbox turnouts, consisting of 4 feet of driveway pavement measured from the back of curb will be provided. The Postmaster was contacted for the purpose of soliciting comments and requirements for the mailboxes. No response was received. See **Appendix G** for Postmaster correspondence.

The project described in this report will be completed in its entirety in one construction contract.

Lighting is currently not provided and is not proposed.

There are no proposed changes to the intersection of Bliss Road at Capitol Drive except for a slight change in the profile. No change in the traffic control devices is proposed. The stop sign for Capitol Drive will remain.

There are no encroachments upon the right-of-way.

There are no nearby airports.

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

The proposed shoulder width is 5 feet, which is less than the design policy width of 8 feet. The reduced shoulder width is proposed due to limited availability of suitable compensatory storage, and the desire to minimize right-of-way acquisition from the forest preserve. Given that the proposed shoulders will be 2 to 3 feet wider than the existing shoulders, and the low crash frequency, the proposed shoulder width is adequate. The 5-foot width has been selected because that is the width required for bicycle accommodations on a highway structure per BLR Manual Section 42-3.03.

Foreslopes steeper than 1V:4H are proposed. Most of the embankment has a foreslope of 1V:3H, except close to the bridge abutments where the foreslopes are 1V:2H, which are slopes that are typical for bridge embankments. The reason for not providing 1V:4H foreslopes or flatter is to minimize the following: right-of-way taking, wetland impacts, and fill in the floodplain. Where foreslopes are steeper than 1:4, guardrail is proposed with the exception the segment adjacent to the proposed oversized ditch approximately from between Sta. 20+00 and Sta. 25+00.

The bottom of the ditch will remain free of fixed objects so it can serve as a clear zone because the 1:3 sideslope is non-recoverable.

Though nearly every tree within the 24-foot clear zone will be removed due to grading, not all trees within the clear zone will be removed. Trees beyond the limits of grading will not be removed just to provide for the clear zone. The closest trees that may remain that are not behind curb and gutter or guardrail are approximately 20 feet from the proposed edge of pavement. Utility poles and fire hydrants require relocation due to other conflicts. They will be placed outside the limits of the clear zone.

The FHWA approved these design variances during the June 12, 2012 coordination meeting. See **Appendix C** for FHWA coordination meeting minutes.

- f. Current estimated cost of proposed improvement? \$ 2,689,000
- g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

There are no existing sidewalks or paths within the project limits, however, the Village of Sugar Grove has identified the need for a bicycle friendly roadway along the proposed improvements. This will allow residents safe access to the County's system of trails including the nearby Virgil Gilman Trail; therefore, 5-foot paved shoulders are proposed. See **Appendix G** for correspondence with the Village of Sugar Grove.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: Yes No Not Applicable

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

If no, provide justification.

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

There are no other improvements proposed in the Transportation Improvement Program. However, the County expects to eventually widen Bliss Road to 3 lanes from the northern limits of the project to Merrill Road, a distance of approximately 0.6 mile.

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

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

Crash reports from 2007 through 2011 were obtained for Bliss Road between Capitol Drive and Ke-De-Ka Road from the Kane County Division of Transportation's crash database. Two crashes occurred in this 5-year period. Both crashes occurred in 2007 and both involved deer. Due to the imprecise locations noted in the police crash reports, the low number of crashes, and the fact that both were of the same crash type, no crash diagram has been provided.

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

The two crashes involved deer. There are no high crash locations or critical wet weather sites. The adjacent forested area and creek crossing probably increases the risk of deer crashes compared to other locations, but there is no evidence that geometric design contributes to the cause of these deer crashes.

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

Posting deer crossing sign should be considered as a means to increase the awareness of the deer population and roadside vegetation should be managed to maximize the visibility of deer.

4. Right-of-Way

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

A total of 1.619 acres of right-of-way is to be acquired from 6 parcels; a total of 0.306 acres of permanent easements are to be acquired from 2 parcels, and a total of 0.645 acres of temporary easements are to be acquired from 6 parcels. See **Exhibit 8**, Summary of Right-of-Way Acquisition for each parcel.

Due to irregular shapes, the width of right-of-way taking varies. On the west side of the roadway near the southern project limit the proposed right of way width varies from 0 feet to 40 feet along the two southwestern parcels. North of the church entrance, the proposed width of right-of-way measured from the proposed centerline is 55 feet. On the eastern side of the roadway, from the creek to the northern project limits, the proposed right of way width measured from the proposed centerline is 65 feet. Refer to **Exhibit 4** for proposed right of way locations.

Due to the low laying ground surrounding the roadway, there are very few options available to provide suitable compensatory storage, especially between the 10-year and 100-year floodplain elevations. The acquisition of the parcel at 442 Bliss Road and the vacant parcel adjacent to it is proposed to provide an area for compensatory storm water storage.

Permanent easements will be taken from a total of two parcels. These parcels are The Village Bible Church of Sugar Grove and the Forest Preserve District of Kane County. These easements are needed for grading and maintenance of the compensatory storm water storage area.

Temporary easements are proposed mostly to accommodate grading of the oversized ditches. A 7-foot strip is proposed along the forest preserve property to facilitate the grading of the oversized ditch along the west side of the roadway north of the creek. A 20-foot wide construction easement is proposed along the west side of the roadway adjacent to the creek. A 5-foot strip is proposed along the commercial property at 475-565 Bliss Road located along the east side of the roadway north of the bridge. A relatively large amount of temporary easement is proposed to accommodate regarding of the driveway and parking on the residential property at 433 Bliss Road. A 5-foot wide temporary easement is proposed at 434 Bliss Road to reconstruct the driveway of the residential property.

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

Yes No

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

Two parcels, 442 Bliss Road and the vacant parcel adjacent to it, are to be acquired to provide compensatory storage. The parcel at 442 Bliss Road is residential.

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

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

This project is not subject to the coordination with the Illinois Department of Agriculture because it is a bridge project, which is considered a non-linear project that requires less than 10 acres of right-of-way.

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

The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares

or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

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

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

Yes No

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

The project encroaches on the 100-year floodplain and the regulatory floodway of Blackberry Creek, see **Exhibit 7** for the FEMA Flood Insurance Rate Map for reference.

Per Article 410 of the Kane County Stormwater Ordinance, floodplain fill and compensatory storage was calculated for this project. The floodplain fill and compensatory storage volumes were calculated based on the natural water surface elevations from the Flood Insurance Study (FIS) model. Kane County requires all floodplain fill to be compensated at a 1.5:1 ratio with a minimum 1:1 ratio within the Normal to 10-year flood elevation, and a minimum 1:1 ratio within the 10-year to 100-year flood elevation. The additional 0.5:1 can be provided in either the Normal to 10-year or 10-year to 100-year floodplains. The proposed fill will be approximately 752 CY in the Normal to 10-year flood plain and approximately 532 CY 10-year to 100-year flood plain. A total of 2,750 CY of compensatory storage will be provided in the larger bridge opening, oversized drainage ditches and residential parcel.

Over-the-road flow does not occur for the existing roadway and bridge configuration for the 100-year flood and will not occur for the proposed roadway and bridge configuration as the waterway opening will be larger in the proposed condition.

The *Preliminary Bridge Design and Hydraulic Report* (PBDHR) was approved on October 17, 2012. The Floodway Permit was issued July 10, 2010. See **Appendix B** for approval and Floodway Permit.

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

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

Yes No

This project must comply with the Phase II NPDES Storm Water Permit requirements. A Kane County Stormwater Permit will be required for this project, to be completed during Phase II.

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

Does this project involve waters regulated by Section 404?

Yes No

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

A pre-application tele-conference with the USACE was held on February 21, 2012. It was discussed whether this project will be processed under the Regional Permit Program (RPP) due to on site ADID wetlands. The USACE stated the project would likely be permitted as a Regional Permit 3, Category II along with Regional Permit 7. The permitting process will be completed during Phase II. See **Appendix G** for summary of phone conversation with the U.S. Army Corps of Engineers.

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

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

Yes No

- b. Is work being done on property in the name of the state or are contract plans being prepared by the state?
 Yes No

- c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?
 Yes No

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

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

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

When the proposed improvements and the required right-of-way and easement taking were presented to the Kane County Forest Preserve District, the District requested that a left turn lane be provided for the entrance to the Bliss Woods Forest Preserve. To accommodate this widening, the project limits were extended to the north past the original limits of the ESR. Upon analyzing the provisions for compensatory storage, it was determined that the most suitable location was also beyond the limits of the ESR. An Amended Environmental Survey Request (AESR) was submitted to IDOT February 16, 2012 so that these areas would be covered by the environmental survey.

A Wetland Impact Evaluation request was submitted to IDOT on February 17, 2012.

The biological and wetlands clearances were received on March 15, 2012. Cultural clearance was received on March 9, 2012 for design approval. See **Appendix A** for the Project Overview form.

- a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).
 Involvement No Involvement

- b. Wetlands - Does the proposed work impact the use of regulatory wetlands?
 Yes No

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

Wetlands were cleared for Design Approval on March 15, 2012. Mitigation is required. IDOT concurs with the proposed off-site in-basin mitigation utilizing a mitigation ratio of 1.5:1 for the permanent wetland impacts and 1.0:1 for the temporary wetland impacts. The estimated 0.322 acre of permanent impact and 0.105 acre of temporary impact requires 0.588 acres of credits to be purchased from an in-basin wetland bank prior to construction.

- c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?
 Yes No

- d. Threatened or Endangered Species – Does the project impact any endangered species or plants?
 Involvement No Involvement

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

- e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.
- Involvement No Involvement

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

- a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?
- Yes No
- b. If yes, what type of of the Section 4(f) involvement has been completed?
- Section 4(f) de minimis Standard Section 4(f) Temporary Occupancy None

The project requires 0.468 acres of right-of-way, 0.135 acres of permanent easement, and 0.227 acres of temporary easement to be acquired from the Bliss Woods Forest Preserve which is under the jurisdiction of the Forest Preserve District of Kane County and a protected Section 4(f) resource..

Staff from the Kane County Division of Transportation and the Forest Preserve District of Kane County met to discuss the project on September 1, 2011. The Forest Preserve District requested their entrance be improved by providing a left-turn lane into their facility. In addition, any felled trees greater than 8' are to remain the property of the District.

On October 26, 2012 the Forest Preserve District concurred the Bliss Road improvements will not have an adverse effect on the activities, features and attributes that qualify the Bliss Woods Forest Preserve for protection under Section 4(f).

The Illinois Department of Natural Resources (IDNR) verified that no LAWCON or OSLAD funds were applied to the affected portion of the Bliss Woods Forest Preserve. Therefore, no Section 6(f) resources will be affected. See **Appendix G** for IDNR correspondence.

At the FHWA Coordination meeting on June 12, 2012, the FHWA agreed to process the impacts as “*de minimus*”.

De Minimus documentation was submitted to IDOT on June 28, 2012. **The Federal Highway Administration (FHWA) made an impact finding of “de minimus” on xx/xx/xxxx.**

Refer to **Appendix F** for Section 4(f) coordination.

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

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

This project is included in the 2030 RTP (Regional Transportation Plan) and in the Transportation Improvement Program (TIP), endorsed by the CMAP, the region’s Metropolitan Planning Organization. The 2030 RTP (Regional Transportation Plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 10/20/2003.

The TIP was found to conform by the FHWA on 10/16/2006 and by the FTA on 10/16/2006.

The TIP Number for this project is 09-08-0047.

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

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

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

c. Construction-related Particulate Matter

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

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

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

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

- This project is in an attainment area and does not require a hot spot analysis.
- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1) due to low ADT and low percentage of diesel trucks.

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

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

e. COSIM

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

- Yes No

13. Noise (BLRS Manual Section 20-6)

- The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.
- Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

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

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

- Yes No

Is the state or local route considered a significant route?

- Yes No Not Applicable

15. Complete Streets (BLRS Manual Chapter 10)

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

- Yes No

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

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

For most of the duration of the project, one lane of traffic will be maintained utilizing temporary traffic signals according to IDOT Highway Standards. The southern stop bar would be located near Capitol Drive and the northern would be placed south of the forest preserve entrance. Due to the delays that will be caused by the long clearance intervals, and the need to provide additional phases for the five driveway entrances, it is proposed that Capitol Drive be closed to through traffic. The closure will also enhance safety by eliminating a potential source of confusion for drivers, especially at night. Due to the three lanes at the southern limits of the project and other unique features, the maintenance of traffic plan will be based on Highway Standard 701321, "Lane Closure, 2L, 2W, Bridge Repair with Barrier". See Exhibit 5 for maintenance of traffic typical sections.

It is anticipated that the eastern side of the bridge and roadways be constructed first. Prior to major construction operations, temporary pavement varying from 3' to 6' in width will be required on the west side of the roadway from south of the bridge to near the northern limit of the project. This will enable the roadway on the east side of the centerline to be constructed. In addition, a temporary driveway for the entrance at Sta.14+85 RT. will need to be constructed parallel to Bliss Road to Capitol Drive. The 3-foot change in profile elevation would require several sub-stages to maintain access to this entrance without the temporary driveway.

Upon completion of the east side of Bliss Road, traffic would be shifted to the completed side while the west side of the roadway and bridge is constructed. Access to the driveways on the west side of Bliss will need to be maintained using temporary aggregate or pavement.

Some operations of relatively short durations will utilize IDOT Highway Standards for traffic control. This includes flagger control for the construction of temporary pavement, roadway construction near the Capitol Drive intersection, and pavement marking operations.

Since there are no existing or proposed pedestrian or bicycle facilities, there will be no accommodations for them during construction.

Further coordination in Phase II will be necessary with the individual property owners. Although the County prefers to stage traffic and keep the roadway open, a complete closure has not been precluded and may be evaluated in Phase II if warranted.

17. Public Involvement (BLRS Manual Chapter 21)

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

Certified letters have been sent to the following property owners informing them of the proposed project:

14-16-200-057 Kari E. Swanson;	14-16-200-056 Kari E. Swanson
14-09-400-039 Alpine Bank & Trust	14-16-200-054 Philip S. Nelson
14-16-200-055 Jack E. Kaye Morley	14-09-400-043 Village Bible Church of Sugar Grove
14-16-200-011 Luanne C. Mushrush & Phylis Sauer	14-09-400-013 Leigh Sauer
14-09-400-038 Forest Preserve District of Kane County	

Three responses have been received. No responses were received from the Alpine Bank & Trust, Philip S. Nelson, Luanne C. Mushrush & Phylis Sauer and Leigh Sauer.

Correspondence with the Forest Preseve District is included in **Appendix F**.

See **Appendix E** for a copy of the responses and phone conversation summary.

- b. Has any opposition been expressed toward the improvement?
 Yes No
- c. How are public hearing requirements being fulfilled?

As directed in the June 12, 2012 FHWA Coordination Meeting, an offer of a public meeting was published in the Beacon News on June 7 and June 14. See **Appendix E** for the Certificate of Publication. There were no requests for a public hearing. Due to insufficient interest, a public hearing was not required.

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

Have there been any coordination meetings for this project? Yes No
If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

The initial coordination meeting was held on June 12, 2012. Meeting minutes of coordination meetings are included in **Appendix C**. In summary, the FHWA and IDOT concurred with the scope of work, proposed geometrics, proposed design variances, processing Section 4(f) Lands as De Minimus, and processing as a Categorical Exclusion II. The limits of HBP eligibility were approved from touchdown to touchdown. Work north of Sta. 21+00 will require other funding sources.

19. Other Coordination

Refer to **Appendix G** for other coordination including correspondence with the Chicago Metropolitan Agency for Planning (CMAP), Sugar Grove Postmaster, Village of Sugar Grove, United States Army Corps of Engineers (USACE) and the Illinois Department of Natural Resources (IDNR). Coordination with local fire protection district, police department and school districts are also included in **Appendix G**.

20. Summary of Commitments

1. The Joint Permit (USACE) will be completed during Phase II. This will require coordination with the Kane-DuPage Soil and Water Conservation District.
2. A Kane County Stormwater Permit will be completed during Phase II.
3. Wetlands impacts will be mitigated off site.
4. Trees will be replaced.
5. The Contractor shall make every effort to salvage logs from felled trees. Logs (8-foot minimum) will remain the property of the Forest Preserve District of Kane County. The logs will be stockpiled on District property adjacent to the project site at a location to be determined by the district.
6. The County indicated they would like to have IDOT perform the steel fabrication inspection. A letter requesting fabrication inspection should be sent to the Bureau of Bridges and Structures as soon as possible after the steel fabricator is determined. See Appendix B.

SUMMARY OF ATTACHMENTS

Exhibits

Exhibit 1	Location Map
Exhibit 2	Existing Typical Sections
Exhibit 3	Proposed Typical Sections
Exhibit 4	Proposed Plan and Profile
Exhibit 5	Proposed Maintenance-of-Traffic Typical Sections
Exhibit 6	Opinion of Probable Construction Cost
Exhibit 7	Flood Insurance Rate Map (FIRM)
Exhibit 8	Summary of Right of Way Acquisition

Appendix A - Environmental Coordination

Project Overview Form	A-1
Cultural Resources Sign-off	A-2
Biological Resources Sign-off	A-3
Wetland Resources Sign-off	A-4
Mussel Survey Memorandum	A-5

Appendix B - Structural and Hydraulic Approvals

Master Structure Report	B-1
Bridge Condition Report Approval Letter	B-2
Preliminary Bridge Design & Hydraulic Report	B-3
Regulated Floodway Construction Permit	B-4

Appendix C - FHWA Coordination

FHWA Meeting Minutes, June 12, 2012	C-1
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Appendix D - Utility Coordination

J.U.L.I.E. Ticket	D-1
Coordination Letters	D-2
AT&T – Transmission Response	D-3
AT&T – Distribution Response	D-4
ComEd Response	D-5
NICOR Response	D-6
Village of Sugar Grove (EEI) Response	D-7
FMWRD Response	D-8

Appendix E - Public Involvement

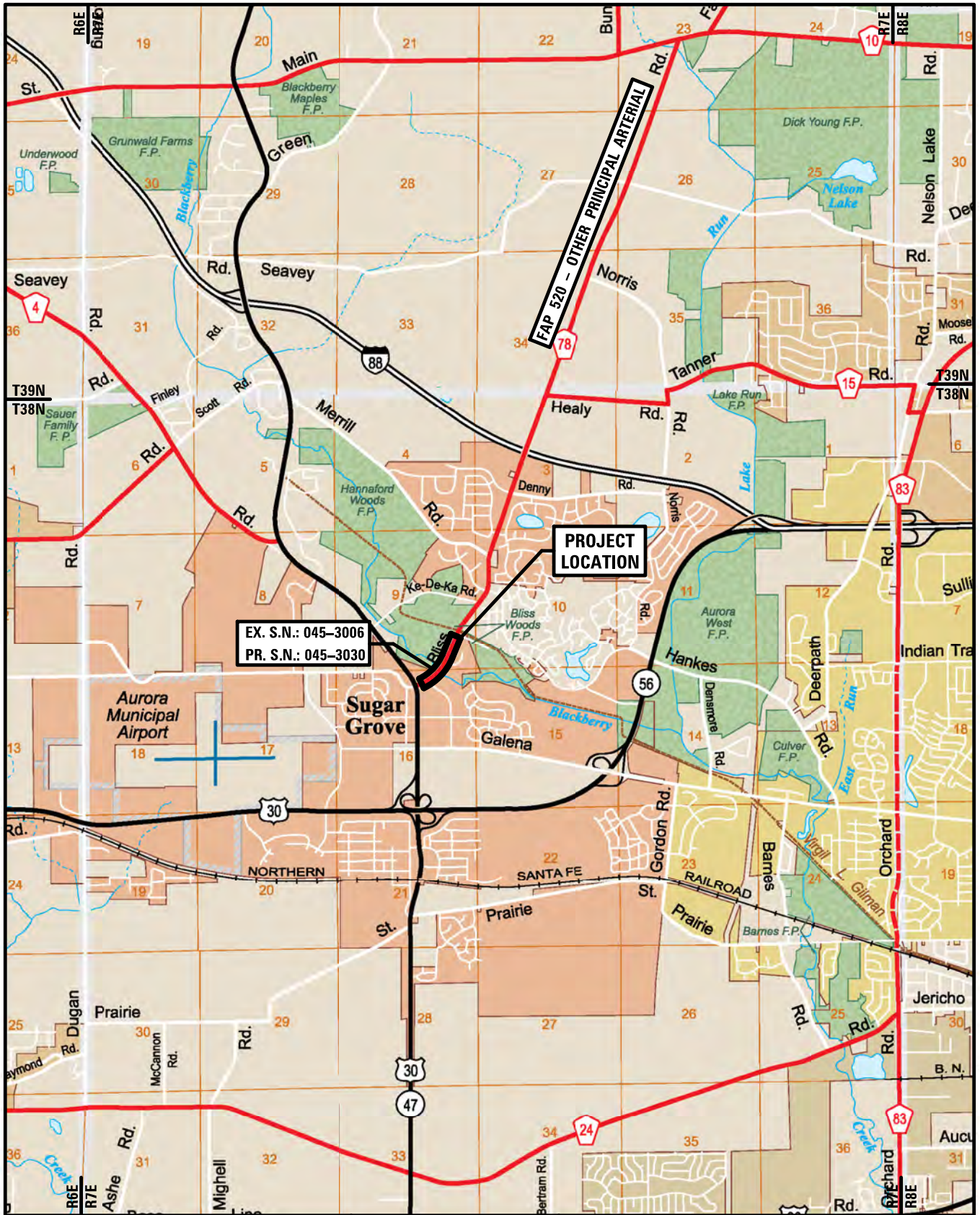
Offer of Public Notice, Certificate of Publication	E-1
Letters to Property Owners	E-2
Property Owner Responses	E-3
County Response	E-4

Appendix F - Section 4(f) Coordination

De Minimus Finding	F-1
De Minimus Documentation	F-2

Appendix G - Other Agency Coordination

CMAP	G-1
Postmaster	G-2
Village of Sugar Grove	G-3
USACE	G-4

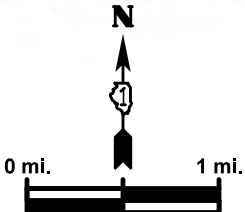


EX. S.N.: 045-3006
PR. S.N.: 045-3030

PROJECT LOCATION

FAP 520 - OTHER PRINCIPAL ARTERIAL

WBK WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755



LOCATION MAP

**BLISS ROAD OVER BLACKBERRY CREEK
KANE COUNTY
SEC. 08-00058-02-BR**

EXHIBIT 1



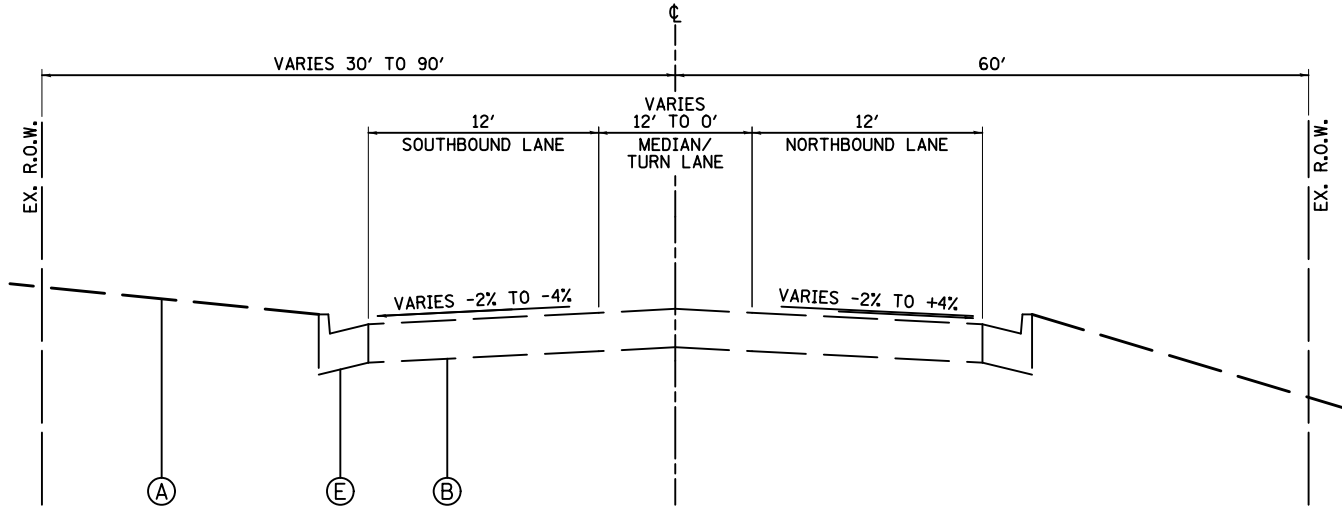
WILLS BURKE KELSEY ASSOCIATES LTD.
 110 West Main Street, Suite 201
 P.O. Box 1000
 (630) 443-7735

BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY

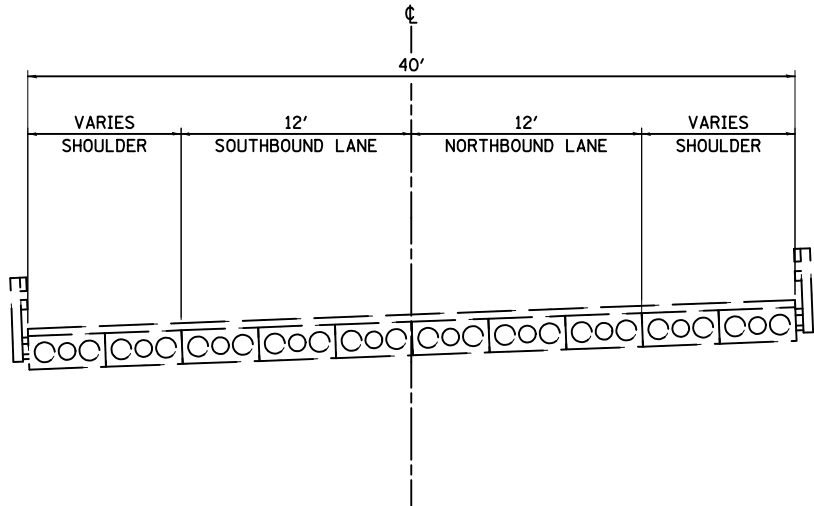
SEC. 08-00058-02-BR

EXHIBIT 2A

EXISTING TYPICAL SECTION



EXISTING TYPICAL SECTION
 STA. 10+35 TO STA. 15+77



EXISTING TYPICAL SECTION
 STA. 15+77 TO STA. 16+70
 (BRIDGE)

LEGEND- EXISTING

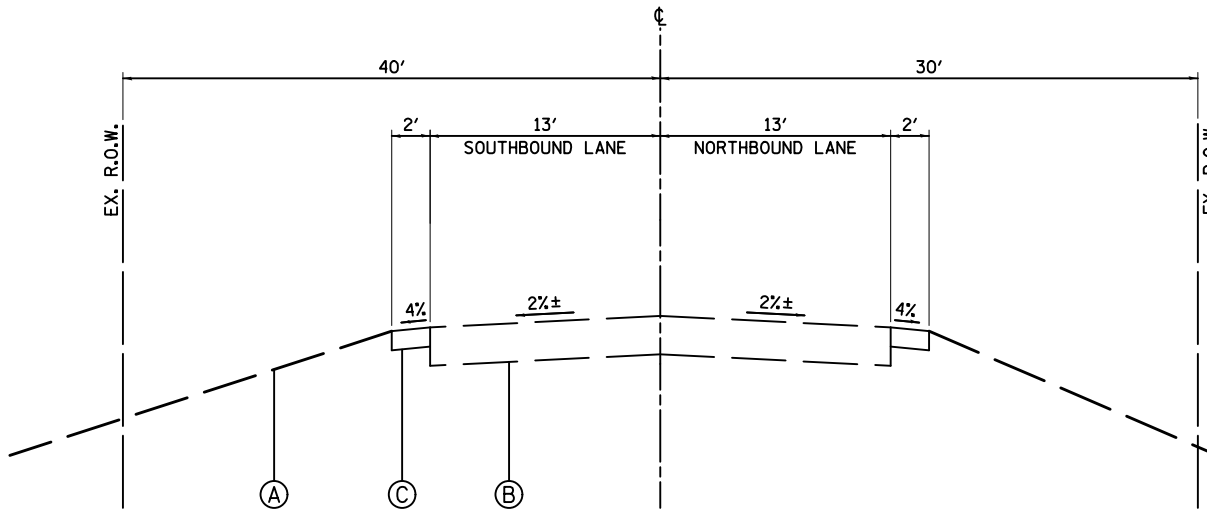
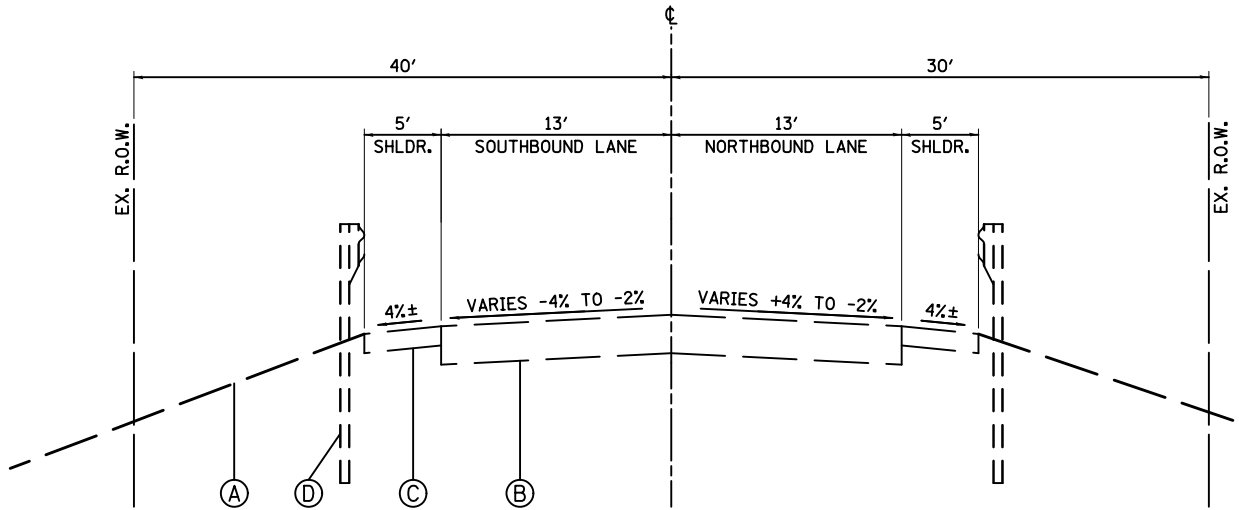
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- (B) PAVEMENT, HOT-MIX ASPHALT
- (C) SHOULDER, AGGREGATE
- (D) GUARDRAIL
- (E) CURB AND GUTTER, TYPE B6.24



WILLS BURKE KELSEY ASSOCIATES LTD.
 170 West Main Street, Suite 201
 Scranton, PA 18503
 (610) 443-7735

EXISTING TYPICAL SECTION
 BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY
 SEC. 08-00058-02-BR

EXHIBIT 2B

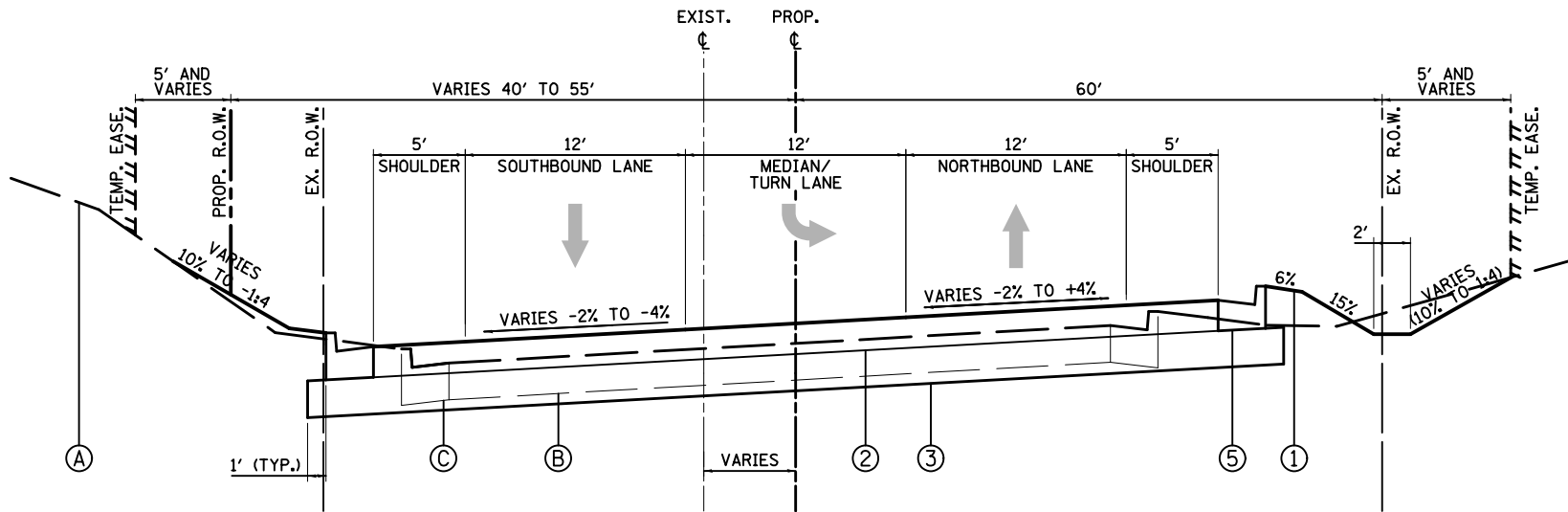


LEGEND- EXISTING

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- (C) SHOULDER, AGGREGATE
- (D) GUARDRAIL
- (E) CURB AND GUTTER, TYPE B6.24

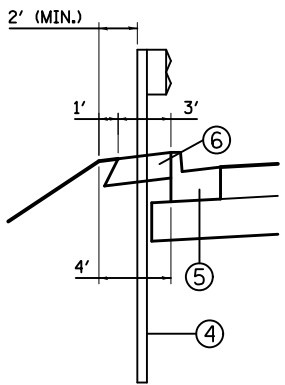


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 110 West Main Street, Suite 201
 P.O. Box 50174
 (630) 443-7735



**PROPOSED BLISS ROAD
 STA. 10 + 35 TO STA. 15 + 82.49**

NOTE:
 SEE PLAN AND PROFILE FOR
 LIMITS OF S.E. TRANSITIONS.



**GUARDRAIL SECTION
 (AT CURB)**

LEGEND- EXISTING

- (A) GROUND
- (B) PAVEMENT REMOVAL
- (C) CURB AND GUTTER REMOVAL

LEGEND- PROPOSED

- (1) GROUND
- (2) PAVEMENT, HOT-MIX ASPHALT
- (3) AGGREGATE BASE
- (4) GUARDRAIL
- (5) CURB AND GUTTER, TYPE B6.24
- (6) SHOULDER, HMA
- (7) AGGREGATE, TYPE C

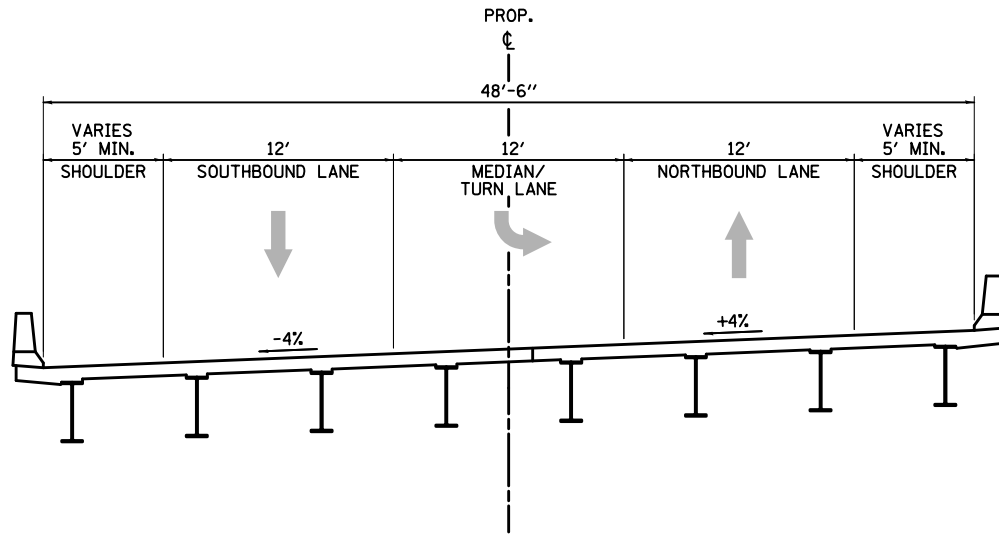
PROPOSED TYPICAL SECTION

**BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY
 SEC. 08-00058-02-BR**

EXHIBIT 3A



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 110 West Main Street, Suite 201
 Williamsport, PA 17701
 (610) 443-7755



**PROPOSED BLISS ROAD
 STA. 15 + 82.49 TO STA. 16 + 66.18
 (BRIDGE)**

LEGEND- EXISTING

- (A) GROUND
- (B) PAVEMENT REMOVAL
- (C) CURB AND GUTTER REMOVAL

LEGEND- PROPOSED

- ① GROUND
- ② PAVEMENT, HOT-MIX ASPHALT
- ③ AGGREGATE BASE
- ④ GUARDRAIL
- ⑤ CURB AND GUTTER, TYPE B6.24
- ⑥ SHOULDER, HMA
- ⑦ AGGREGATE, TYPE C

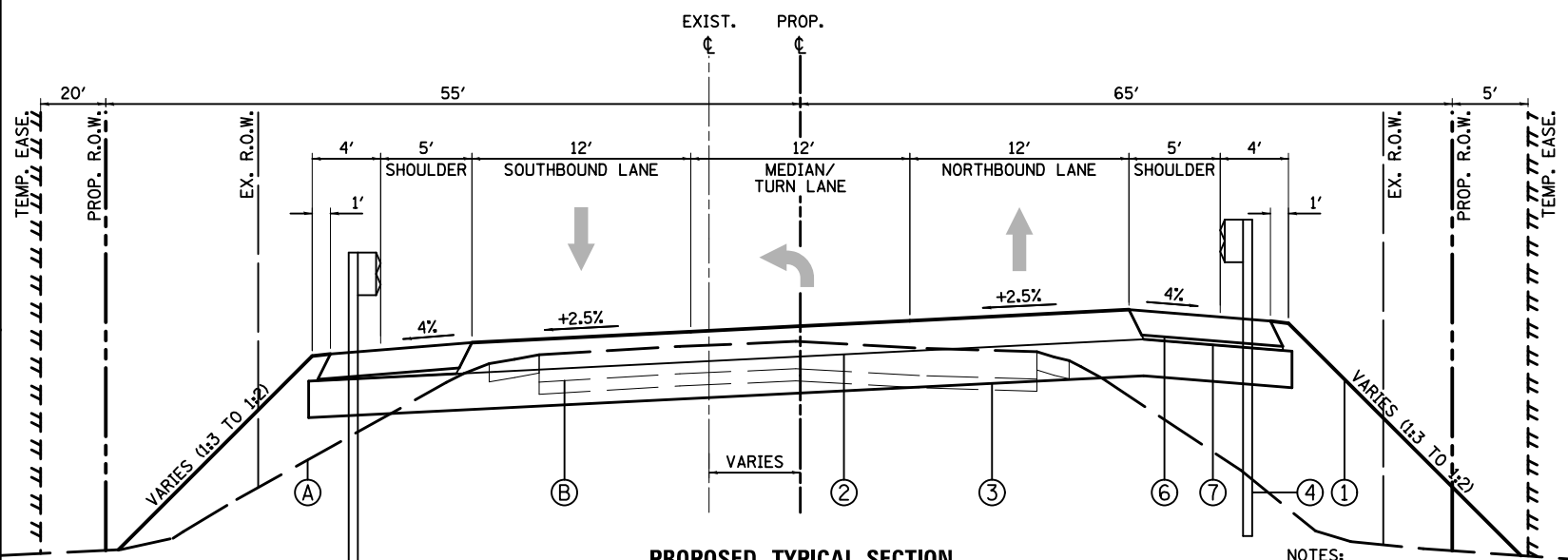
PROPOSED TYPICAL SECTION

**BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY
 SEC. 08-00058-02-BR**

EXHIBIT 3B

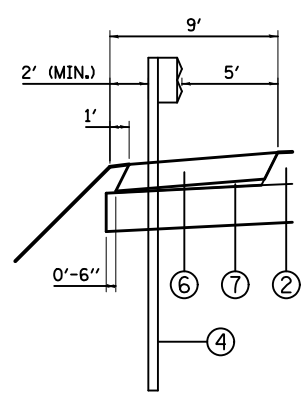


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 Wilkes-Barre, PA 18702
 (610) 445-7735

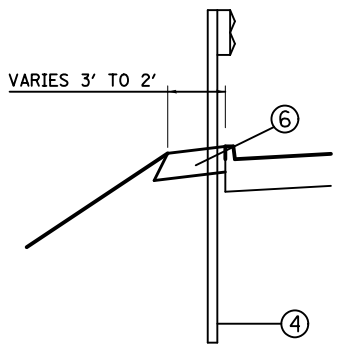


PROPOSED TYPICAL SECTION
STA. 16+66.18 TO STA. 19+10 (+/-)

- NOTES:**
1. SEE PLAN AND PROFILE FOR LIMITS OF S.E. TRANSITIONS.
 2. SEE PAGE 3D FOR TYPICAL DITCHES.



GUARDRAIL SECTION
(AT SHOULDER)



GUARDRAIL SECTION
(AT APPROACH SLAB)

LEGEND- EXISTING

- (A) GROUND
- (B) PAVEMENT REMOVAL
- (C) CURB AND GUTTER REMOVAL

LEGEND- PROPOSED

- (1) GROUND
- (2) PAVEMENT, HOT-MIX ASPHALT
- (3) AGGREGATE BASE
- (4) GUARDRAIL
- (5) CURB AND GUTTER, TYPE B6.24
- (6) SHOULDER, HMA
- (7) AGGREGATE, TYPE C

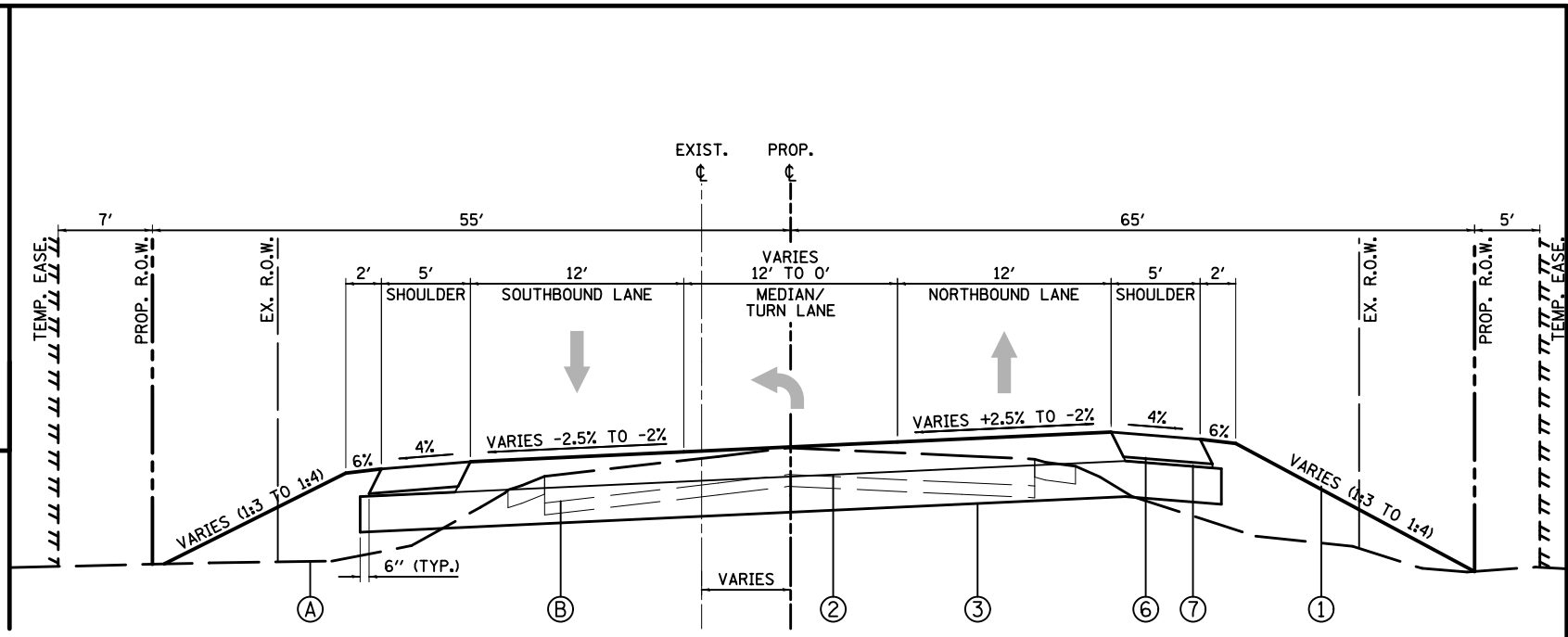
PROPOSED TYPICAL SECTION

BLISS ROAD OVER BLACKBERRY CREEK
KANE COUNTY
SEC. 08-00058-02-BR

EXHIBIT 3C

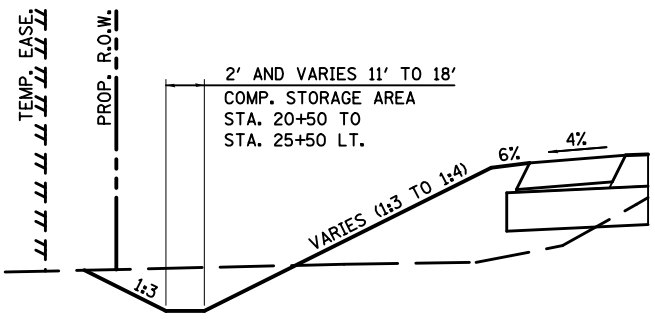


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 170 West Main Street, Suite 201
 P.O. Box 1000
 (630) 443-7735



PROPOSED TYPICAL SECTION
 STA. 19+10 (+/-) TO STA. 28+30

NOTE:
 SEE PLAN AND PROFILE FOR
 LIMITS OF S.E. TRANSITIONS.



PROPOSED TYPICAL DITCH SECTION
 STA 20+50 TO STA. 28+30 LT.
 STA. 16+66 TO STA. 27+00 RT.

LEGEND- EXISTING

- (A) GROUND
- (B) PAVEMENT REMOVAL
- (C) CURB AND GUTTER REMOVAL

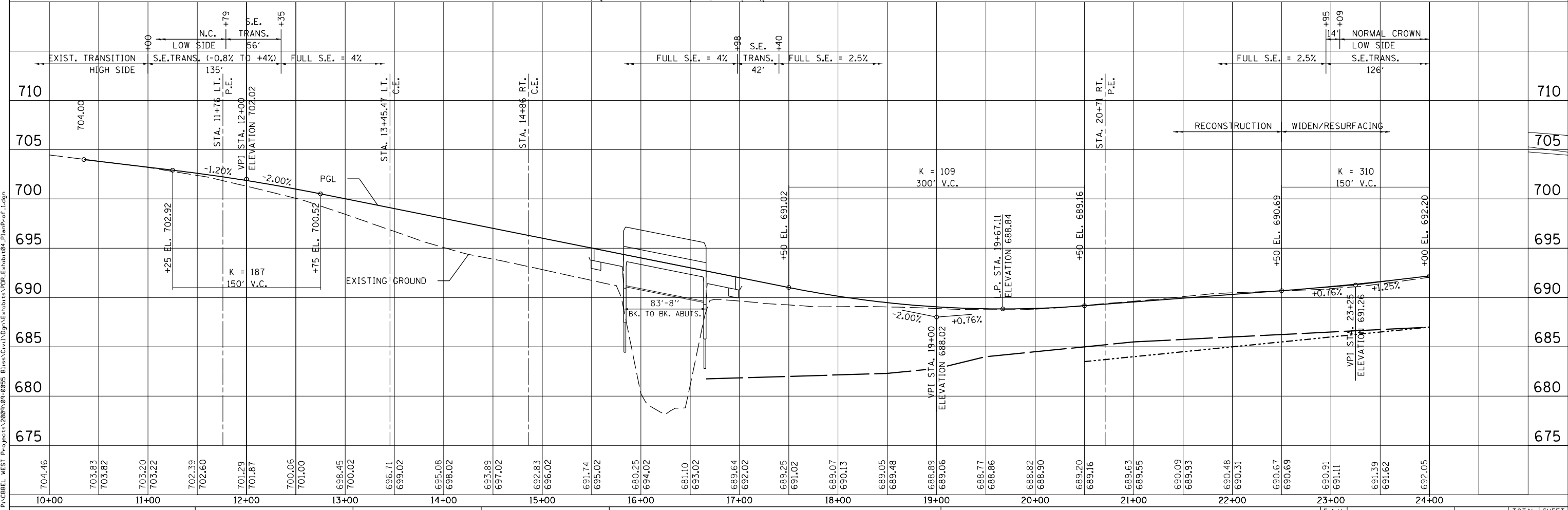
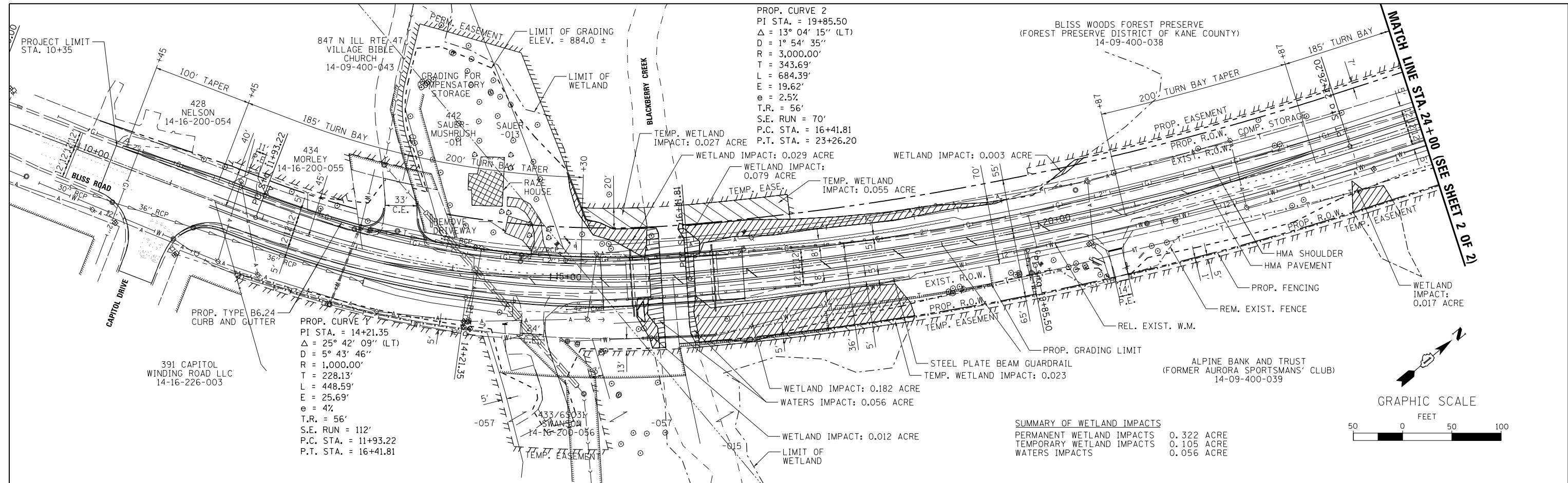
LEGEND- PROPOSED

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- (3) AGGREGATE BASE
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- (6) SHOULDER, HMA
- (7) AGGREGATE, TYPE C

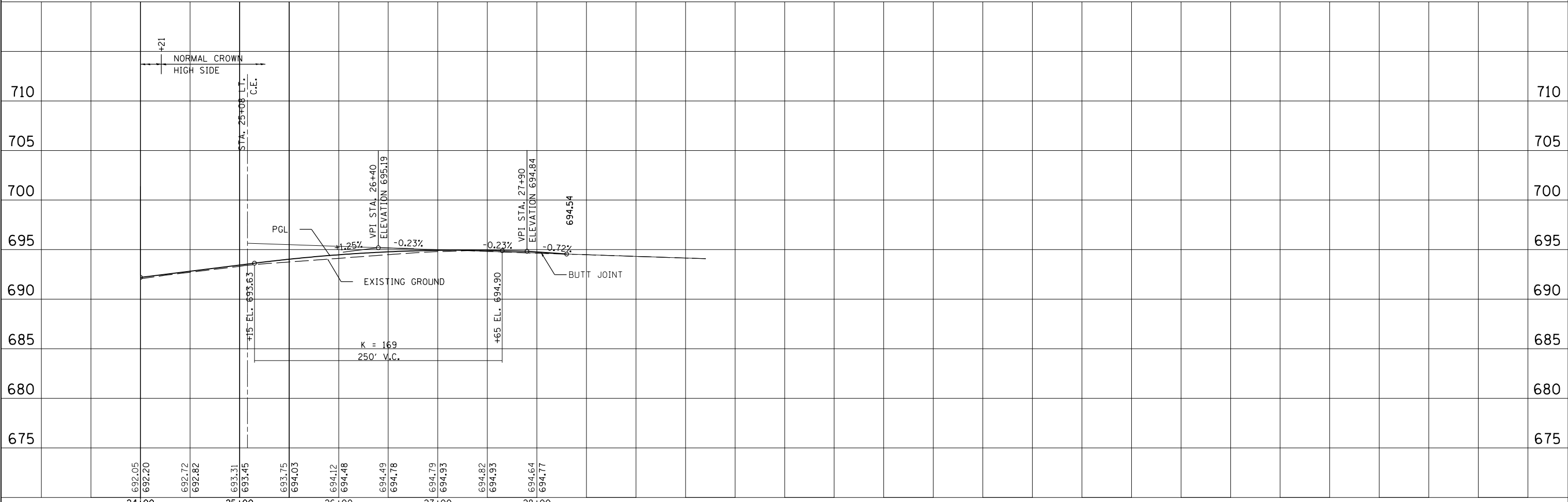
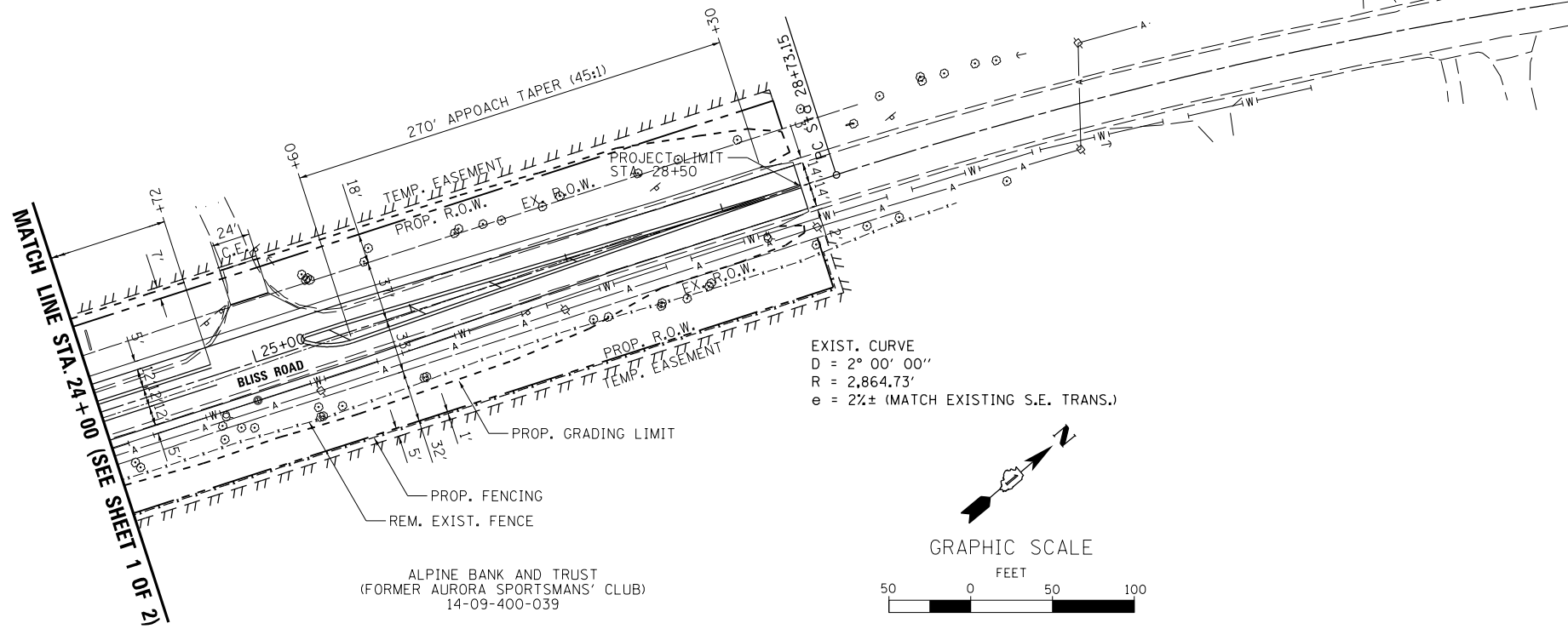
PROPOSED TYPICAL SECTION

BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY
 SEC. 08-00058-02-BR

EXHIBIT 3D



BLISS WOODS FOREST PRESERVE
(FOREST PRESERVE DISTRICT OF KANE COUNTY)
14-09-400-038



FILE NAME = P:\CBBEL_WEST Projects\2009\09-00255 Bliss\Civil\Drawings\Exhibits\Profile\PlanProf-2.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

USER NAME = SUSER	DESIGNED - KMA	REVISED -
	DRAWN - KMA / NDP	REVISED -
PLOT SCALE =	CHECKED - SBP	REVISED -
PLOT DATE = 6/26/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRELIMINARY PLAN AND PROFILE
BLISS ROAD OVER BLACKBERRY CREEK**
SCALE: 1"=50'
SHEET NO. 2 OF 2 SHEETS STA. 24+00 TO STA. 28+30

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2332	03-14185-02-BR	KANE	2	2

EXHIBIT 4

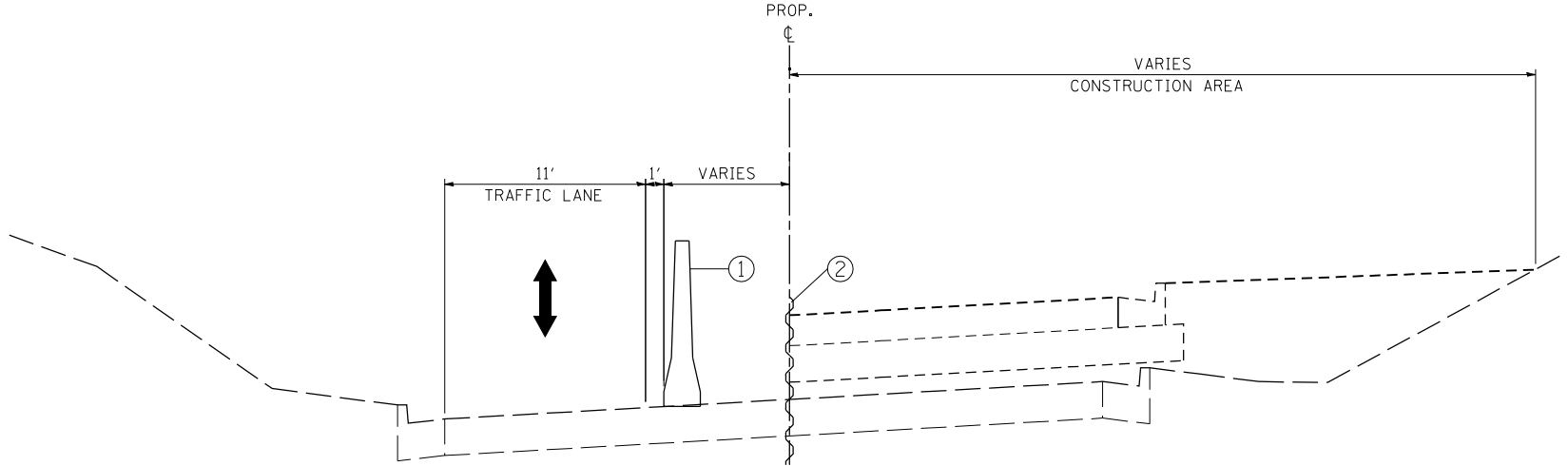


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 Kansas 66174
 (850) 443-7755

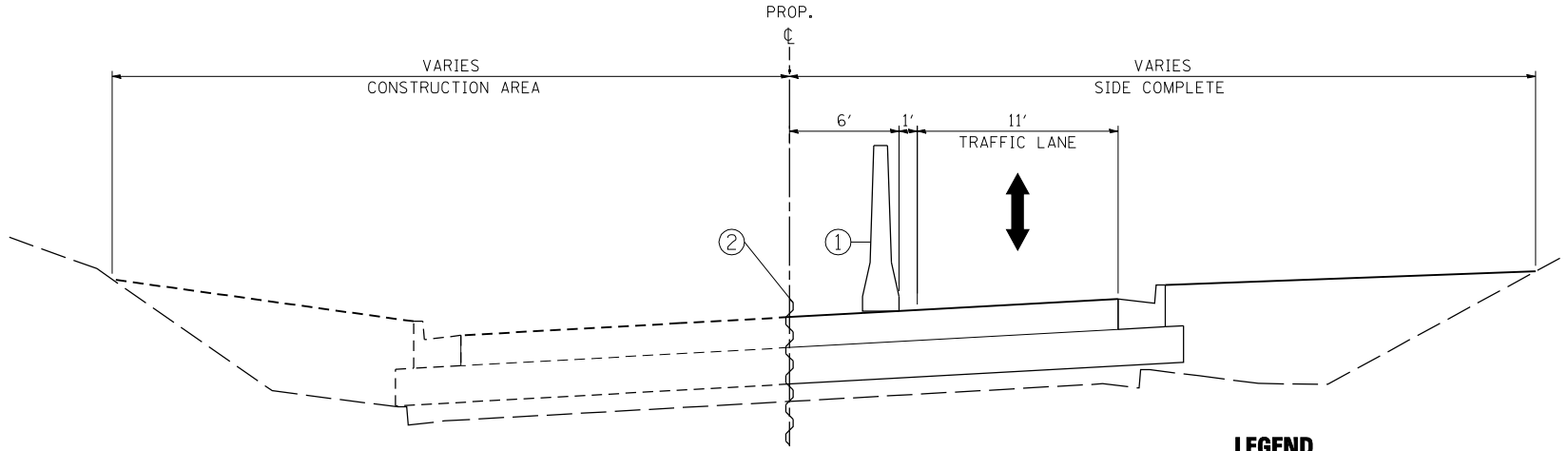
PROPOSED M.O.T. TYPICAL SECTION

**BLISS ROAD OVER BLACKBERRY CREEK
 KANE COUNTY
 SEC. 08-00058-02-BR**

EXHIBIT 5



**PROPOSED TYPICAL SECTION
 STAGE 1**



**PROPOSED TYPICAL SECTION
 STAGE 2**

- LEGEND**
- ① TEMP. CONCRETE BARRIER
 - ② TEMP. SHEET PILING
 - EXISTING
 - - - UNDER CONSTRUCTION
 - CONSTRUCTION COMPLETE

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS
BLISS ROAD OVER BLACKBERRY CREEK**

CODE	DESCRIPTION	UNIT	QUANTITY	QUANTITY	UNIT COST	HBP COST	LOCAL COST	TOTAL COST
			HBP	LOCAL				
20200100	EARTH EXCAVATION	CU YD	3,725	2,505	\$20	\$74,500	\$50,100	\$124,600
20201200	REM & DISP UNS MATL	CU YD	1,355	945	\$20	\$27,100	\$18,900	\$46,000
20300100	CHANNEL EXCAVATION	CU YD	1,000	-	\$13	\$13,000	\$0	\$13,000
20400800	FURNISHED EXCAVATION	CU YD	4,185	930	\$20	\$83,700	\$18,600	\$102,300
20800150	TRENCH BACKFILL	CU YD	390	-	\$28	\$10,920	\$0	\$10,920
21001000	GEOTECH FAB F/GR STAB	SQ YD	1,500	-	\$2	\$3,000	\$0	\$3,000
21101625	TOPSOIL F & P 6	SQ YD	8,080	4,940	\$4	\$32,320	\$19,760	\$52,080
25000210	SEEDING CL 2A	ACRE	1.7	1.1	\$1,800	\$3,060	\$1,980	\$5,040
25100630	EROSION CONTR BLANKET	SQ YD	8,080	4,940	\$2	\$12,120	\$7,410	\$19,530
28000400	PERIMETER EROS BAR	FOOT	2,680	1,520	\$2	\$5,360	\$3,040	\$8,400
28100107	STONE RIPRAP CL A4	SQ. YD.	578	-	\$55	\$31,790	\$0	\$31,790
28200200	FILTER FABRIC	SQ. YD.	578	-	\$2	\$1,156	\$0	\$1,156
35501308	HMA BASE CSE 6	SQ YD	760	130	\$35	\$26,600	\$4,550	\$31,150
40600625	LEV BIND MM N50	TON	-	220	\$80	\$0	\$17,600	\$17,600
40603080	HMA BC IL-19.0 N50	TON	2,560	490	\$70	\$179,200	\$34,300	\$213,500
40603335	HMA SC "D" N50	TON	540	320	\$80	\$43,200	\$25,600	\$68,800
42001430	BR APPR PVT CON (FLX)	SQ YD	80	-	\$130	\$10,400	\$0	\$10,400
44000100	PAVEMENT REM	SQ YD	3,800	-	\$10	\$38,000	\$0	\$38,000
44000157	HMA SURF REM 2	SQ YD	-	2,240	\$3	\$0	\$6,720	\$6,720
44000200	DRIVE PAVEMENT REM	SQ YD	780	200	\$10	\$7,800	\$2,000	\$9,800
44000500	COMB CURB GUTTER REM	FOOT	880	-	\$6	\$4,840	\$0	\$4,840
44004000	PAVED DITCH REMOVAL	FOOT	328	-	\$7	\$2,444	\$0	\$2,444
48203029	HMA SHOULDERS 8	SQ YD	720	710	\$40	\$28,800	\$28,400	\$57,200
50100100	REM EXIST STRUCT	EACH	1	-	\$50,000	\$50,000	\$0	\$50,000
50104400	CONC HDWL REM	EACH	1	-	\$500	\$500	\$0	\$500
50105220	PIPE CULVERT REMOV	FOOT	123	-	\$12	\$1,476	\$0	\$1,476
50200100	STRUCTURE EXCAVATION	CU YD	215	-	\$25	\$5,375	\$0	\$5,375
50300225	CONC STRUCT	CU YD	75	-	\$800	\$60,160	\$0	\$60,160
50300255	CONC SUP-STR	CU YD	413	-	\$900	\$371,430	\$0	\$371,430
50300260	BR DECK GROOVING	SQ YD	774	-	\$8.00	\$6,192	\$0	\$6,192
50300280	CONCRETE ENCASEMENT	CU YD	6	-	\$700	\$3,920	\$0	\$3,920
50300300	PROTECTIVE COAT	SQ YD	862	-	\$4	\$3,448	\$0	\$3,448
50500105	F & E STRUCT STEEL	L SUM	1	-	\$165,000	\$165,000	\$0	\$165,000
50500505	STUD SHEAR CONNECTORS	EACH	4,224	-	\$5	\$19,008	\$0	\$19,008
50800205	REINF BARS, EPOXY CTD	POUND	112,130	-	\$1	\$156,982	\$0	\$156,982
50800515	BAR SPLICERS	EACH	342	-	\$20	\$6,840	\$0	\$6,840
50901750	PARAPET RAILING	FOOT	168	-	\$85	\$14,280	\$0	\$14,280
51201600	FUR STL PILE HP12X53	FOOT	560	-	\$50	\$28,000	\$0	\$28,000
	Sub-Total					\$1,531,921	\$238,960	\$1,770,881

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS
BLISS ROAD OVER BLACKBERRY CREEK**

CODE	DESCRIPTION	UNIT	QUANTITY HBP	QUANTITY LOCAL	UNIT COST	HBP COST	LOCAL COST	TOTAL COST
	Total from Page 1					\$1,531,921	\$238,960	\$1,770,881
51202305	DRIVING PILES	FOOT	560	-	\$1	\$560	\$0	\$560
51203600	TEST PILE ST HP12X53	EACH	2	-	\$6,000	\$12,000	\$0	\$12,000
51204650	PILE SHOES	EACH	18	-	\$115	\$2,070	\$0	\$2,070
51500100	NAME PLATES	EACH	1	-	\$400	\$400	\$0	\$400
52100520	ANCHOR BOLTS 1	EACH	32	-	\$85	\$2,720	\$0	\$2,720
54215418	CIP RC END SEC 18	EACH	1	-	\$1,550	\$1,550	\$0	\$1,550
542A0229	P CUL CL A 1 24	FOOT	45	54	\$55	\$2,475	\$2,970	\$5,445
550A1260	STORM SEW CL A 5 18	FOOT	602	-	\$50	\$30,100	\$0	\$30,100
56100600	WATER MAIN 6"	FOOT	-	32	\$68	\$0	\$2,176	\$2,176
56100900	WATER MAIN 12"	FOOT	-	1,162	\$85	\$0	\$98,770	\$98,770
56400300	FIRE HYDNITS TO BE ADJ	EACH	-	1	\$970	\$0	\$970	\$970
56400500	FIRE HYDNITS TO BE REM	EACH	-	3	\$520	\$0	\$1,560	\$1,560
56400820	FIRE HYD W/AUX V & VB	EACH	-	2	\$3,600	\$0	\$7,200	\$7,200
59100100	GEOCOMPOSITE WALL DR	SQ. YD.	79	-	\$25	\$1,975	\$0	\$1,975
60200805	CB TA 4 DIA T8G	EACH	3	-	\$1,600	\$4,800	\$0	\$4,800
60248900	VV TA 5 DIA T1F CL	EACH	3	-	\$2,200	\$6,600	\$0	\$6,600
60265700	VV ADJUST	EACH	1	-	\$380	\$380	\$0	\$380
60500050	REMOV CATCH BAS	EACH	3	-	\$300	\$900	\$0	\$900
60605000	COMB CC&G TB6.24	FOOT	928	-	\$25	\$22,736	\$0	\$22,736
63000001	SPBGR TY A 6FT POSTS	FOOT	363	-	\$21	\$7,703	\$0	\$7,703
63100087	TRAF BAR TERM T6A	EACH	4	-	\$3,350	\$13,400	\$0	\$13,400
63100167	TR BAR TRM T1 SPL TAN	EACH	4	-	\$2,400	\$9,600	\$0	\$9,600
63200310	GUARDRAIL REMOV	FOOT	450	-	\$5	\$2,250	\$0	\$2,250
66400505	CH LK FENCE 8	FOOT	1,492	-	\$51	\$76,092	\$0	\$76,092
66409300	CH LK GATES 8X10 DBL	EACH	1	-	\$5,000	\$5,000	\$0	\$5,000
67100100	MOBILIZATION	L SUM	1	-	\$151,540	\$151,540	\$0	\$151,540
70100405	TRAF CONT-PROT 701321	EACH	1	-	\$15,000	\$15,000	\$0	\$15,000
70106500	TEMP BR TRAF SIGNALS	EACH	2	-	\$15,000	\$30,000	\$0	\$30,000
70300220	TEMP PVT MK LINE 4	FOOT	14,400	-	0.25	\$3,600	\$0	\$3,600
70400100	TEMP CONC BARRIER	FOOT	1,276	-	\$24	\$30,624	\$0	\$30,624
70400200	REL TEMP CONC BARRIER	FOOT	1,276	-	\$6	\$7,656	\$0	\$7,656
70600250	IMP ATTN TEMP NRD TL3	EACH	6	-	\$3,200	\$19,200	\$0	\$19,200
70600350	IMP ATTN REL NRD TL3	EACH	6	-	\$600	\$3,600	\$0	\$3,600
78009004	MOD URETH PM LINE 4	FOOT	8,218	1,212	\$1	\$6,574	\$970	\$7,544
7800906	MOD URETH PM LINE 6	FOOT	490	335	\$1	\$490	\$335	\$825
78100100	RAISED REFL PAVT MKR	EACH	33	-	\$31	\$1,023	\$0	\$1,023
78200410	GUARDRAIL MKR TYPE A	EACH	10	-	\$10	\$95	\$0	\$95
	Sub-Total					\$2,004,634	\$353,911	\$2,358,545

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS
BLISS ROAD OVER BLACKBERRY CREEK**

CODE	DESCRIPTION	UNIT	QUANTITY HBP	QUANTITY LOCAL	UNIT COST	HBP COST	LOCAL COST	TOTAL COST
Total from Page 2						\$2,004,634	\$353,911	\$2,358,545
78201000	TERMINAL MARKER - DA	EACH	4	-	\$33	\$132	\$0	\$132
X5510100	STORM SEWER REMOVAL	FOOT	205	-	\$15	\$3,137	\$0	\$3,137
X5610662	WATER MAIN ABANDON 12	FOOT	-	1,145	\$6	\$0	\$6,870	\$6,870
X5630712	CONN TO EX W MAIN 12	EACH	-	2	\$3,600	\$0	\$7,200	\$7,200
X5860110	GRANULAR BACKFILL STR	SQ. YD.	115	-	\$35	\$4,025	\$0	\$4,025
X6026622	VALVE VAULTS TO BE REMOVED	EACH	-	3	\$415	\$0	\$1,245	\$1,245
XX003032	GATE VALVES, 12"	EACH	-	3	\$2,400	\$0	\$7,200	\$7,200
XX006345	TURBIDITY BARRIER	FOOT	200	-	\$28	\$5,600	\$0	\$5,600
Z0001050	AGG SUBGRADE 12	SQ YD	4,800	900	\$11	\$52,800	\$9,900	\$62,700
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	-	\$20,000	\$20,000	\$0	\$20,000
Z0022800	FENCE REMOVAL	FOOT	1,552	-	\$5	\$7,139	\$0	\$7,139
Z0026407	TEMP SHT PILING	SQ. FT.	900	-	\$38	\$34,200	\$0	\$34,200
Z0041900	POLYETHYLENE ENCASEMENT	FOOT	-	1,194	\$1	\$0	\$1,194	\$1,194
Z0042002	POROUS GRAN EMB SUBGR	CU YD	500	-	\$27	\$13,500	\$0	\$13,500
Z0046304	P UNDR FOR STRUCT 4	FOOT	164	-	\$23	\$3,772	\$0	\$3,772
Z0062456	TEMP PAVEMENT	SQ YD	619	-	\$40	\$24,760	\$0	\$24,760

Sub-Total			\$2,173,699	\$387,520	\$2,561,218
Undeveloped Design Details (5%)			\$108,685	\$19,376	\$128,061
Utility Relocation (See Below)			\$0	\$0	\$0
TOTAL (Rounded)			\$2,282,000	\$407,000	\$2,689,000

ESTIMATE OF UTILITY RELOCATION COST

Relocate Water Main	FOOT		346	\$150			\$0
Relocate AT&T Cable and Duct	FOOT		986				
Relocate AT&T Copper Wire	FOOT		715	\$50			\$0
UTILITY RELOCATION TOTAL							\$0

MAP SCALE 1" = 1000'

0 1000 2000 FEET
0 1000 2000 METERS

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0315H

FIRM
FLOOD INSURANCE RATE MAP
KANE COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 315 OF 410
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

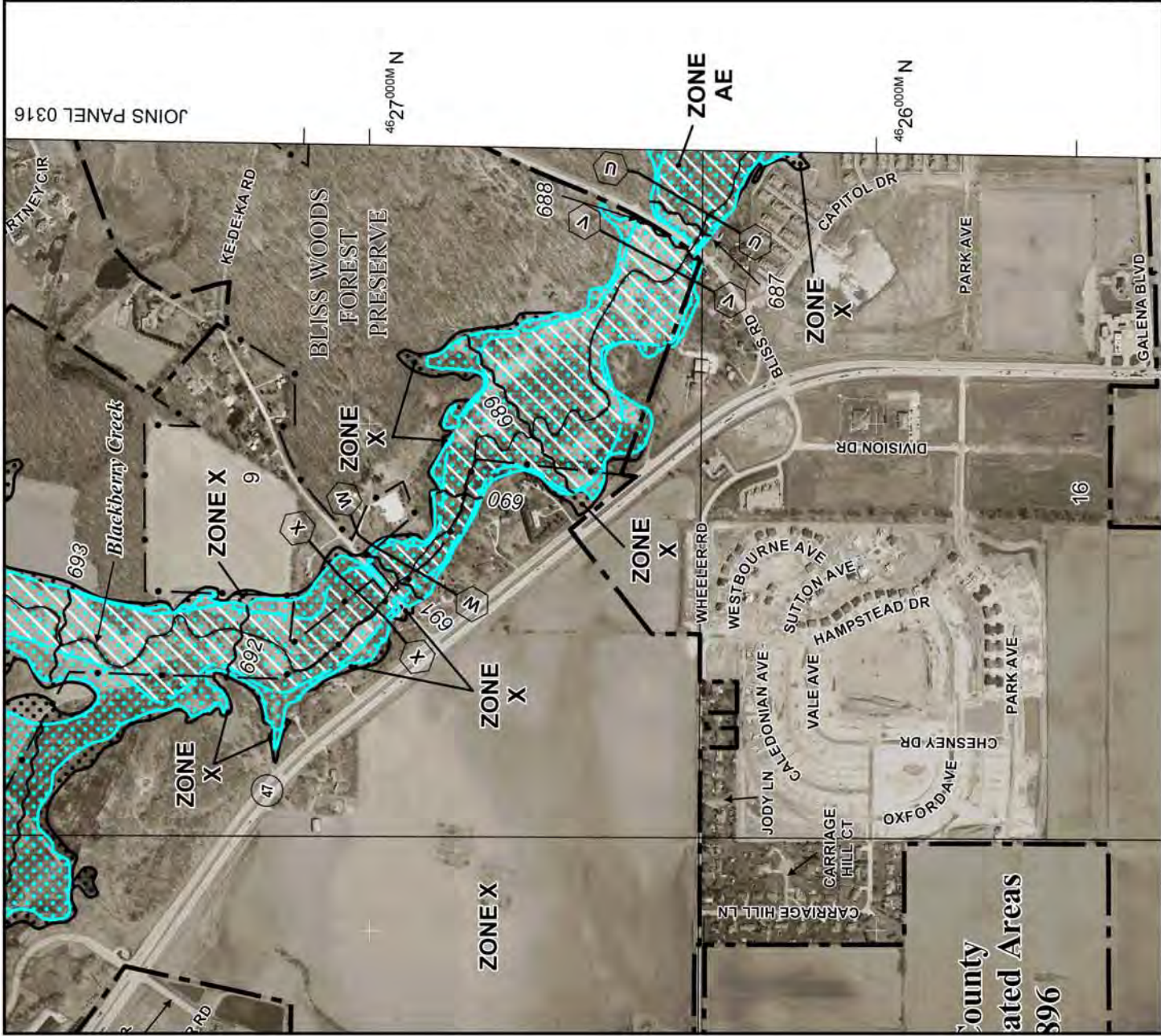
CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BIG ROCK, VILLAGE OF	171081	0315	H
KANE COUNTY	170886	0315	H
SUGAR GROVE, VILLAGE OF	170333	0315	H

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER 17089C0315H
MAP REVISED AUGUST 3, 2009

Federal Emergency Management Agency



This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

**EXHIBIT 8
SUMMARY OF RIGHT OF WAY ACQUISITION**

PARCEL NUMBER (PIN)	OWNER	PARCEL ADDRESS	MAILING ADDRESS	USE / BLDG	PURPOSE	WIDTH OF TAKING	TEMPORARY EASEMENT		PERMANENT EASEMENT		RIGHT-OF-WAY			
						FT	SF	ACRES	SF	ACRES	SF	ACRES		
14-16-200-057	Kari E. Swanson	433 Bliss Road Grove, IL 60554	Sugar	6S031 Bliss Rd Sugar Grove, IL 60554	Dog Kennel	Grading and Right-of-Way Uniformity	Varies up to 5'	1,897	0.044					
14-16-200-056	Kari E. Swanson	Vacant		6S031 Bliss Rd Sugar Grove, IL 60554	Driveway and Parking for Kennel	Grading and Right-of-Way Uniformity, Driveway Transition	Varies up to 113'	10,567	0.243					
14-09-400-039	Alpine Bank & Trust	475-565 Bliss Road Grove, IL 60554	Sugar	Alpine Bank & Trust Co. Trustee Land Administrator 600 S State St Belevidere, IL 61008-4331	Wooded; For sale for Development	Grading and Right-of-Way Uniformity	Approx. 37'	4,811	0.110			31,129	0.715	
14-16-200-054	Philip S. Nelson	428 Bliss Road Grove, IL 60554	Sugar	410 E Countryside Yorkville, IL 60560	Single Family House	Grading and Right-of-Way Uniformity	Varies up to 10'	76	0.002			488	0.011	
14-16-200-055	Morley, Jack E & Kaye	434 Bliss Road Grove, IL 60554	Sugar	434 Bliss Road Grove, IL 60554	Sugar	Single Family House	Grading and Right-of-Way Uniformity	Varies Approx. 10' to 27'	712	0.016			646	0.015
14-09-400-043	Village Bible Church of Sugar Grove	847 N IL RT 47 Grove, IL 60554	Sugar	847 N IL RT 47 Grove, IL 60554	Sugar	Church	Grading, and Right-of-Way Uniformity, & Comp. Storage	None Along Frontage			7,460	0.171		
14-16-200-011	Luanne C. Mushrush & Phyllis Sauer	442 Bliss Road Grove, IL 60554	Sugar	Box 222 Grove, IL 60554	Sugar	Single Family House	Grading, and Right-of-Way Uniformity, & Comp. Storage	Entire Parcel					11,494	0.264
14-09-400-013	Leigh Sauer	Vacant		Box 222 Grove, IL 60554	Sugar	Vacant	Grading, and Right-of-Way Uniformity, & Comp. Storage	Entire Parcel					6,345	0.146
14-09-400-038	Forest Preserve District of Kane County	5S828 Bliss Road Grove, IL 60554	Sugar	FPDKC Executive Director 1996 S Kirk RD Geneva, IL 60134-4116	Bliss Woods Forest Preserve	Grading, and Right-of-Way Uniformity, & Comp. Storage	Varies Approx. 12' to 213'	10,025	0.230	5,868	0.135	20,407	0.468	
TOTAL PARCELS								28,088	0.645	13,328	0.306	70,509	1.619	
								6		2		6		

APPENDIX A
ENVIRONMENTAL COORDINATION

Project Overview

Submittal Date: 10/26/2010 **Sequence No:** 16166
District: 1 **Requesting Agency:** Local Kane Co. DOT **Project No:** _____
Contract #: _____ **Job No.:** P-91-162-09
Counties: Kane
Route: FAU 3896 **Marked:** CH 78
Street: Bliss Road **Section:** 08-00058-02-BR
Municipality(ies): Sugar Grove **Project Length:** 0.6437 km 0.4 miles
FromTo (At): Blackberry Creek
Quadrangle: Sugar Grove **Township-Range-Section:** T38N R7E Sec. 9 & 16
Survey Target Date: _____ **Anticipated Design Appr.:** 09/15/2011 **Anticipated Processing:** CE
Funding: Federal State TBP MFT Local Non-MFT

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

Sequence No: 16166		Biological	Wetlands	Cultural	Special Waste
Entered By		BDE	BDE	BDE	
Cleared for DA		3/15/2012	3/15/2012	7/6/2011	
Cleared for Letting		3/15/2012	3/15/2012	7/6/2011	
Resubmittal					
ResubmittalCleared					
Section:	08-00058-02-BR	Job No.:	P-	91-162-09	
FromTo (At):	Blackberry Creek				
Sequence No:	16166 A	Biological	Wetlands	Cultural	Special Waste
Entered By		BDE		BDE	
Cleared for DA		3/15/2012		3/9/2012	
Cleared for Letting		3/15/2012		3/9/2012	
Resubmittal					
ResubmittalCleared					
Section:	08-00058-02-BR	Job No.:	P-	91-162-09	
FromTo (At):	at Blackberry Creek				

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

Project Phase Comments:

Cultural Resources

Submittal Date: 10/26/2010 **Sequence No:** 16166
District: 1 **Requesting Agency:** Local Kane Co. DOT **Project No:**
Contract #: **Job No.:** P-1--162--09
Counties: Kane
Route: FAU 3896 **Marked:** CH 78
Street: Bliss Road **Section:** 08-00058-02-BR
Municipalities): Sugar Grove **Project Length:** 0.6437 km 0.4 miles
From To (At): Blackberry Creek
Quadrangle: Sugar Grove **Township-Range-Section:** T38N R7E Sec. 9 & 16
Anticipated Design Approval: 09/15/2011 **Cleared for Design Approval:** 07/06/2011
Cleared for Letting: 07/06/2011 **Anticipated Processing:** CE

Project Description: The project will replace the two lane bridge with a three lane bridge. The approach roadways will be improved from touchdown-to-touchdown. The embankment will be raised to provide the required freeboard between the low chord and the base flood elevation

Funding: Federal State TBP MFT Local Non-MFT
Proposed Work: Highway Bridge Bike Trail Other
 Acquisition of additional ROW or easement 0.5260905 ha/ 1.3 acres

Overall Cultural Resource

In-House Cultural Resources Clearance District Notified:

Archaeological Resources

In-House Archeology Only Clearance District Notified: 07/06/2011

Sent for Survey ITARP: 10/29/2010 SHPO Concurrence: 06/30/2011

Architectural Resources (Standing Structures)

In-House Architectural Only Clearance District Notified:

Historic District Involved: No Historic Building Involved: No

Architectural Photos Requested: Photos Received:

Sent for Architectural Survey: SHPO Concurrence:

Historic Bridges

In-House Historic Bridge Only Clearance District Notified:

Existing Bridge(s) Structure Number: 045-3006 **On Historic Bridge List:** No

Sent for Archival Recordation: Substitute Bridge Identification:

SHPO Submittal:

Comments:

Cultural Resources

Submittal Date: **Sequence No:**
District: **Requesting Agency:** **Project No:**
Contract #: **Job No.:**
Counties:
Route: **Marked:**
Street: **Section:**
Municipalities): **Project Length:** km miles
From To (At):
Quadrangle: **Township-Range-Section:**
Survey Target Date: **Anticipated DA:** **Cleared for DA:**
Cleared for Letting: **Anticipated Processing:**

Project Description:

Funding: Federal State TBP MFT Local Non-MFT
Proposed Work: Highway Bridge Bike Trail Other
 Acquisition of additional ROW or easement ha/ acres

Overall Cultural Resource

In-House Cultural Resources Clearance **District Notified:**

Archaeological Resources

In-House Archeology Only Clearance **District Notified:**
Sent for Survey ISAS: **SHPO Concurrence:**

Architectural Resources (Standing Structures)

In-House Architectural Only Clearance **District Notified:**
Historic District Involved: **Historic Building Involved:**
Architectural Photos Requested: **Photos Received:**
Sent for Architectural Survey: **SHPO Concurrence:**

Historic Bridges

In-House Historic Bridge Only Clearance **District Notified:**

Existing Bridge(s) Structure Number: **On Historic Bridge List:**

Sent for Archival Recordation: **Substitute Bridge Identification:**
SHPO Submittal:
Comments:

Biological Resources

Submittal Date: 02/16/2012 **Sequence No:** 16166A
District: 1 **Requesting Agency:** Local Kane Co. DOT **Project No:** _____
Contract #: _____ **Job No.:** P-91-162-09
Counties: Kane
Route: FAU 3896 **Marked:** CH 78
Street: Bliss Road **Section:** 08-00058-02-BR
Municipality(ies): Sugar Grove **Project Length:** 0.5472 km 0.34 miles
FromTo (At): at Blackberry Creek
Quadrangle: Sugar Grove **Township-Range-Section:** T38N R7E Sec. 9 & 16
Survey Target Date: _____ **Anticipated Design Apprvl:** 12/31/2012 **Cleared for Design Apprvl:** 03/15/2012
Cleared for Letting: 03/15/2012 **Anticipated Processing:** _____

Acquisition of additional ROW or easement 0.79642008 ha/ 1.968 acres
Tree Removal?: Yes Number?: 100 ha/ _____ acres
 In-Stream Work Class I Stream Involved: _____
Wetland(s) Survey: Yes
T&E Species: No **Natural Areas:** No **Nature Preserves:** No
Prairie: _____ **Railroad ROW:** _____ **Abandoned Railroad:** _____
Biological Sign Off: _____ **Field Sign Off:** _____ **District Sign Off:** _____
Wetland Sign Off: _____ **Surveys Performed:** _____ **Commitments:** _____

BRR											
District Notified	IDNR Notified	USFWS Notified	NPS Notified	IDNR Response		USFWS Response	NPS Response	District Notified			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments	Concurrence			IDNR	USFW	NPS
									<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ITA Type: _____ Translocation _____
Comments: _____

Endangered Species Consultation						
NRRT (Natural Resources Review Tool)						
EcoCAT (Ecological Compliance Assessment Tool)						
Submitted	Initial Consultation		Final Consultation		NRRT(OLD)	
03/12/2012	03/12/2012	Terminated	Yes	Terminated		<input type="checkbox"/>
Resubmitted	Consultation Renewal		NRRTor EcoCAT:			
		Terminated				

Biological Assessment							
IDNR Notified	USFWS Notified	IDNR Response	USFWS Response	District Notified		IDNR Consultation	USFWS Opinion
				IDNR	USFWS		
				<input type="checkbox"/>	<input type="checkbox"/>		

Comments: Wetlands by consultant. (JMV)

Further Studies	Federal Species *	Tasked	Report Due Date	Results Received
Bio/Cover Type:				
Mammals:	<input type="checkbox"/>			
Birds:	<input type="checkbox"/>			
Plants:	<input type="checkbox"/>			
Herps:	<input type="checkbox"/>			
Fish:	<input type="checkbox"/>			
Mussels:	<input type="checkbox"/>			
Inverts:	<input type="checkbox"/>			
Other:				

Wetlands

Submittal Date: 10/26/2010	Sequence No: 16166	Project No: <input type="text"/>
District: 1	Requesting Agency: Local Kane Co. DOT	
Contract #: <input type="text"/>	Job No.: P-91-162-09	
Counties: Kane		
Route: FAU 3896	Marked: CH 78	
Street: Bliss Road	Section: 08-00058-02-BR	
Municipality(ies): Sugar Grove	Project Length: 0.6437 km 0.4 miles	
FromTo (At): Blackberry Creek		
Quadrangle: Sugar Grove	Township-Range-Section: T38N R7E Sec. 9 & 16	
Survey Target Date: <input type="text"/>	Anticipated Design Apprvl: 09/15/2011	Cleared for Design Apprvl: 03/15/2012
Cleared for Letting: 03/15/2012	Mitigation: Yes	Mitigation Completed: <input type="text"/>

Initial Survey and WIE

Addendum No:

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
		02/24/2012	Yes			02/24/2012	Yes	03/15/2012	Yes

Comments: 1/24/11: wet del by cons summer 2010 & will submit w/ WIE when plans finalized per Suleyman email (SDH)

Clearances: Cultural: 7/6/2011 Bio: 3/15/2012 SW:

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site
Mitigation Basin: In Basin
Bank:
Accumulation:

Owner:
Name:
Location:
Size:
Types:
Quad:
Basin:

Processing Comments:

Wetland Impacts Evaluation

Submittal Date:	02/17/2012	Submitted By:	<input type="text"/>
Does the project have wetland impacts?	Yes	Type:	Both
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	Construction activities will be contained within the right-of-way and easements. Wetlands and Waters of the US off-site will be protected with erosion control fence during construction and native buffers after construction.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	The existing bridge is structurally deficient due to the poor condition of the deck and superstructure. The designed bridge size and location will accomodate proposed flood frequency.		
Wetland mitigation is being proposed:	wetland bank site	<input checked="" type="checkbox"/>	Reviewed

Memo Date:	03/15/2012	Memo By:	Janel Veile
Memo:	<p>This office received the Wetland Assessment prepared by Wills Burke Kelsey Associates and the Wetland Impact Evaluation (WIE) form submitted for this project.</p> <p>Based on the information submitted for this project, there will be 0.322 acre of permanent impacts by fill and 0.105 acre of temporary impacts, resulting in a total of 0.427 acre of wetland impacts (Wetland Sites 1, 2, 3, 4 and 5).</p> <p>Wetland Site 1 is a wet meadow located on the northwest side of the intersection of Bliss Road and Blackberry Creek. This wetland has an FQI of 11.9, indicating fair natural quality. An anticipated 0.082 acre of this 0.8 acre wetland will be permanently impacted and 0.055 acre will be temporarily impacted.</p> <p>Wetland Site 2 is a wet shrubland located on the southwest side of the intersection of Bliss Road and Blackberry Creek. This wetland has an FQI of 10.5, indicating fair natural quality. An anticipated 0.029 acre of this 0.72 acre wetland will be permanently impacted and 0.027 acre will be temporarily impacted.</p> <p>Wetland Site 3 is a wet shrubland located on the southeast side of the intersection of Bliss Road and Blackberry Creek. This wetland has an FQI of 5.3, indicating low natural quality. An anticipated 0.012 acre of this 0.05 acre wetland will be permanently impacted.</p> <p>Wetland Site 4 is a wet shrubland located on the northeast side of the intersection of Bliss Road and Blackberry Creek. This wetland has an FQI of 9.7, indicating low natural quality. An anticipated 0.205 acre of this 0.31 acre wetland will be permanently impacted and 0.023 acre will be temporarily impacted.</p> <p>Wetland Site 5 is a forested wetland located east side of Bliss Road and north of Blackberry Creek. This wetland has an FQI of 3.0, indicating very low natural quality. An anticipated 0.017 acre of this 0.03 acre wetland will be permanently impacted.</p> <p>According to the information submitted for this project, mitigation has been proposed to occur at an in-basin wetland mitigation bank site. This office concurs with that form of mitigation. A mitigation ratio of 1.5:1.0 will be applied to the 0.322 acre of permanent wetland impacts and a ratio of 1.0:1.0 will be applied to the 0.105 acre of temporary wetland impacts, thus requiring a total of 0.588 acre of credit to be purchased. Please note that credits must be purchased prior to construction according to the Implementing Rules of the IWPA.</p> <p>With regards to wetlands, this project is clear for letting.</p>		
Memo Date:	02/17/2012	Memo By:	Natalie Paver
Memo:	<p>Site 1 (Wetland 1) has 0.082 acres permanent impact and 0.055 acres temporary impact; Site 2 (Wetland 2) has 0.029 acres permanent impact and 0.027 acres temporary impact; Site 3 (Wetland 3) has 0.012 acres permanent impact; Site 4 (Wetland 4) has 0.182 acres permanent impact and 0.023 acres temporary impact; Site 5 (Wetland 5) has 0.017 acres permanent impact; Site 6 (Blackberry Creek, Waters 1) has 0.056 acres permanent impact.</p>		

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1	Wet Mead	No	Yes	No	No	0.8	.082	1.5	.123
Basin	07120007	Quadrangle	Sugar Grove		FQI	11.9			
Describe the work:	Fill								
1T							.055	1.0	.055
Basin		Quadrangle			FQI				
Describe the work:									
2	Wet Shrub	No	Yes	No	No	0.72	.029	1.5	.044
Basin	07120007	Quadrangle	Sugar Grove		FQI	10.5			
Describe the work:	Fill								
2T							.027	1.0	.027
Basin		Quadrangle			FQI				
Describe the work:									
3	Wet Shrub	No	No	No	No	0.05	.012	1.5	.018
Basin	07120007	Quadrangle	Sugar Grove		FQI	5.3			
Describe the work:	Fill								
4	Wet Shrub	No	No	No	No	0.31	.182	1.5	.273
Basin	07120007	Quadrangle	Sugar Grove		FQI	9.7			
Describe the work:	Fill								

4T									.023	1.0	.023	
Basin		Quadrangle		FQI								
Describe the work:												
5	Forested	No	No	No	No				.017	1.5	.026	
Basin	07120007	Quadrangle	Sugar Grove	FQI							3.0	
Describe the work:												
6	Open Water	No	Yes	No	No				.056	.0	.000	
Basin	07120007	Quadrangle	Sugar Grove	FQI							N/A	
Describe the work:												
									Total		.483	.588

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer:

Preparer:

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

Monitoring

	Monitoring Reports				Monitoring Agency: <input type="text"/>
	Received	COE Notified	IDNR Notified	District Notified	
Year 1					Construction Begin Date: <input type="text"/>
Year 2					Construction Complete Date: <input type="text"/>
Year 3					Tasked Date: <input type="text"/>
Year 4					Monitoring Begin Date: <input type="text"/>
Year 5					Monitoring Complete Date: <input type="text"/>

Monitoring Comments:

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

Special Conditions:

Permit Agreements/Commitments:

Project Phase

Project Phase Comments:



MEMORANDUM

TO: Marilyn Solomon, Field Engineer
Attn: Suleyman Tulgar
Illinois Department of Transportation (IDOT)
Bureau of Local Roads
201 W. Center Ct.
Schaumburg, IL 60196

FROM: Natalie Paver, Biologist
Wills Burke Kelsey Associates, Ltd.
116 West Main Street, Suite 201
St. Charles, IL 60174

DATE: January 17, 2011

SUBJECT: Freshwater Mussel Survey
Bliss Road (FAP 520) bridge
crossing Blackberry Creek
Sugar Grove Township
Job No. P-91-162-09
Structure No. 045-3006; Section No. 08-00058-02-BR
Kane County; IDOT District 1

Introduction

On behalf of the Kane County Division of Transportation, Wills Burke Kelsey Associates, Ltd. conducted a mussel survey of the Bliss Road over Blackberry Creek project area in order to supplement the October 26, 2010 ESR. A mussel survey is required for this project because the Slippershell mussel (*Alasmidonta viridis*), a state-listed endangered species, is known to occur in Blackberry Creek. The survey was completed in order to determine if this mussel or other endangered or threatened species are present and potentially impacted due to the proposed project.

Project Location

The Bliss Road over Blackberry Creek project area is located in the Sugar Grove Township of Kane County. The parcel is located in the SE ¼ of Section 9 and the NE ¼ of Section 16, Township 38N, Range 7E in Kane County, Illinois. More specifically, the

center of the bridge crossing is located at 41.780086° latitude and 88.439806° longitude. Blackberry Creek is a tributary to the Fox River.

Methods

On September 10, 2010, Wills Burke Kelsey Associates, Ltd. conducted a mussel survey at the Bliss Road over Blackberry Creek project area in Kane County, Illinois. This report was prepared to present the results of the field reconnaissance.

Approximately 300 feet, the entire project area, of Blackberry Creek was surveyed for live and dead mussels. The depth of the center of the creek was approximately 4 feet at the time of the inventory. WBK staff waded upstream through the project area and combed through the bottom of the creek using slotted rakes. Mussels were gathered and identified to species using the nomenclature from the *Field Guide to Freshwater Mussels of the Midwest*.

Blackberry Creek had approximately 1 to 2 ½ of feet of silty sediments along the shore within the project area. The center of the creek consisted of a gravelly bottom, which is where most of the mussel and clam shells were found.

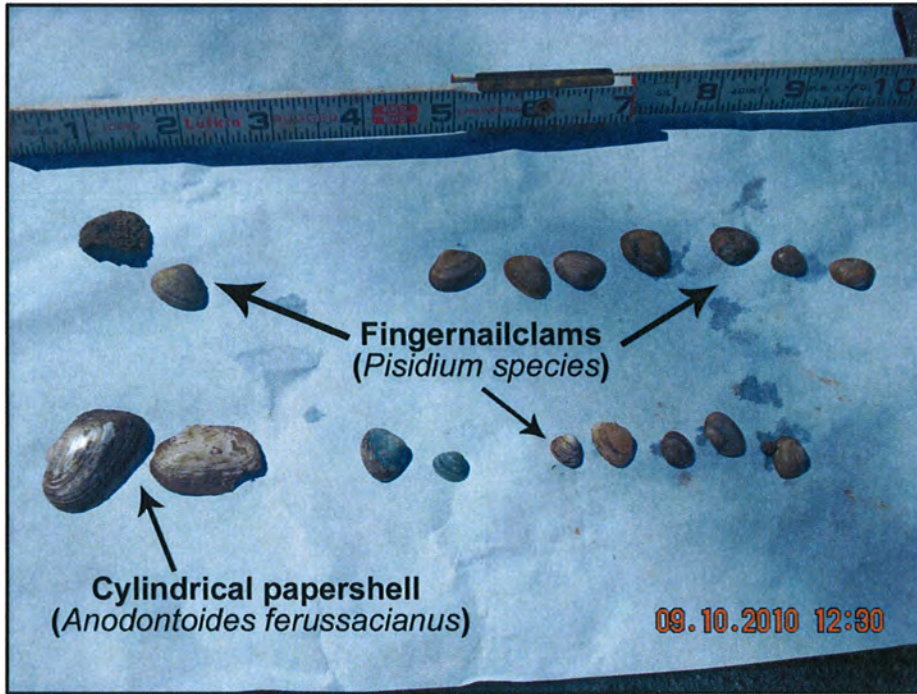
Results and Discussion

No live mussels were collected within the study area. Two dead specimens of Cylindrical papershell (*Anodontoidea ferussacianus*) were collected. The Cylindrical papershell specimens were each 1.1 inches in length. Nine dead specimens of Asian clam (*Corbicula fluminea*) were collected during the inventory, sizes ranging from ¾ to ¼ of an inch. Sixteen dead Fingernailclams (*Pisidium species*) were also found, sizes ranging from ½ to ¼ of an inch. A photo exhibit is attached to illustrate the results of the survey.

Literature Cited

Cummings, Kevin S. and Christine A. Mayer. 1992. Field Guide to Freshwater Mussels of the Midwest. Illinois Natural History Survey Manual 5. 194 pp.

Illinois Natural Heritage Database. December 1, 2010. Illinois Threatened and Endangered Species by County.
http://www.dnr.state.il.us/conservation/naturalheritage/pdfs/et_by_county.pdf.



Fingernailclams
(*Pisidium species*)

Cylindrical papershell
(*Anodontooides ferussacianus*)

09.10.2010 12:30



Asian clams
(*Corbicula fluminea*)

09.10.2010 12:29

CLIENT Kane County Division of Transportation 41W011 Burlington Road St. Charles, IL 60175 (630) 584-1170	TITLE Bliss Road over Blackberry Creek	DWN.	NMP	CHKD.	NMP
		JOB# 09-0055			
 WILLS BURKE KELSEY ASSOCIATES, LTD. 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, IL 60174 -1854 (630) 443-7755	MUSSEL SURVEY PHOTOGRAPHS			DATE 11-15-2010	
				EXHIBIT	

APPENDIX B
STRUCTURAL AND HYDRAULIC APPROVALS

**Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)**

Date: 6/6/2013

Page 1

Structure Number: 045-3006 District: 1

Inventory Data

Facility Carried:	BLISS ROAD	Bridge Name:		Sufficiency Rating:	48.6	Structure Length:	48.3
Feature Crossed:	BLACKBERRY CREEK	Location:	1.0 MI N SUGAR GROVE	HBP Eligible:	Yes	AASHTO Bridge Length:	46.0
Bridge Remarks:				Replaced By:	045-3030	Length of Long Span:	47.0
Bridge Status:	1 OPEN - NO RESTRICT	StatusDate:	04/1988	Replaces:		Bridge Roadway Width:	40.0
Status Remarks:				Last Update Date:	07/05/2012	Appr Roadway Width:	32.0
Maint County:	045 KANE	Maint Township:	15 SUGAR GROVE	Parallel Structure:	None	Deck Width:	40.0
Maint Responsibility:	03 COUNTY			Multi-Level Structure Nbr:		Sidewalk Width Right:	0.0
Service On/Under:	1 HIGHWAY	/	5 WATERWAY	Skew Direction:	None	Sidewalk Width Left:	0.0
Reporting Agency:	3 COUNTY			Skew Angle:	0 D 0 M 0 S	Navigation Control:	0 No
Main Span Matl/Type:	5 PRESTRESS CONCRETE	/	05 BOX BEAM OR GIRDER-MULTIPLE	Structure Flared:	No	Navigation Horiz Clear:	0
Nbr Of Main Spans:	1	Nbr Of Approach Spans:	2	Historical Significance:	No	Navigation Vert Clear:	0
Approaches				Border Bridge State:		Culvert Fill Depth:	0.0
Near #1 Matl/Type:	A PRECAST CONCRETE/NOT PRESTR	/	29 CHANNEL BEAM	Bdr State SN:		Number Culvert Cells:	0
Near #2 Matl/Type:		/		Bdr State % Responsibility:	0	Culvert Opening Area:	0.0
Far #1 Matl/Type:	A PRECAST CONCRETE/NOT PRESTR	/	29 CHANNEL BEAM	Structural Steel Wt:	0	Culvert Cell Height:	0.00
Far #2 Matl/Type:		/		Substructure Material:	5N	Culvert Cell Width:	0.00
Median Width/Type:	0 Ft / 0 None			Rated By:	2 IDOT	Rate Method:	1 LOAD FACTOR
Guardrail Type L/R:	0 None / 0 None	Inventory Rating:	0.535 (19)	Load Rating Date:	04/16/2010	***Railroad Crossing Info***	
Toll Facility Indicator:	0 No Toll	Operating Rating:	1.130 (40)	Crossing 1 Nbr:		Crossing 1 Nbr:	
Latitude:	41 D 46 M 48.34 S	Longitude:	88 D 26 M 23.32 S	Design Load:	02 HS20	RR Lateral Underclear:	0.0
Deck Structure Type:	E PCAST PRES CN DK BM	Deck Structure Thickness:	21.0	SD:	Y	FO:	N
Sidewalks Under Structure:	0 None	RR Vertical Underclear:	0 Ft 0 In				

Key Route On Data

Key Route Nbr:	FEDERAL-AID PRIMARY	0520	Station:	4.8700
Appurtenances	Main Route	00000	Segment:	
Inventory County:	045 KANE	Linked:	Y	
Township/Road Dist	15 SUGAR GROVE	Natl. Hwy System:	On NHS	
Municipality	5605 SUGAR GROVE	Inventory Direction:		
Urban Area:	1051	Curr AADT Yr/Count:	2010 / 7800	
Functional Class:	3	Est Truck Percentage:	3	
** CLEARANCES **	South/East	North/West	Number Of Lanes:	2
Max Rdwy Width:	40.0		One Or Two Way:	2 Two-Way
Horizontal:	40.0	0.0	Bypass Length:	1
Min Vertical:	99 Ft 11 In	00 Ft 00 In	Future AADT Yr/Cnt:	2032 / 9953
10 Ft Vertical:	99 Ft 11 In	00 Ft 00 In	Designated Truck Rte:	NONE
Lateral:		Special Systems:	No	

Key Route Under Data

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

*** Marked Route On Data ***

Route #:	Designation	Kind	Number
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		B-1.1

*** Marked Route Under Data ***

Designation	Kind	Number

**Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)**

Date: 6/6/2013

Page 2

Structure Number: 045-3006 District: 1

Data Related to Inspection Information

***Inspection Intervals ***		*** Maximum Allowable Posting Limits ***		Bridge Posting Level:						
Routine NBIS:	24 MOS	Underwater:	0 MOS	One Truck At A Time:	0	Combination Type 3S-1:		Tons	5	No Posting Required
Fracture Critical:	0 MOS	Special:	Y	Single Unit Vehicles:		Combination Type 3S-2:		Tons		

Inspection/Appraisal Information

Inspection Date:	03/07/2012	Inspection Temperature:	50 Deg. F	Insp by (Name):	A.S. LANGREHR/HLR 1	** Actual Posted Limits **			
Deck:	4	POOR CONDITION - ADVANCED DETERIORATION		Insp by (Name):		Single Unit Vehicles:		Tons	
Superstructure:	4	POOR CONDITION - ADVANCED DETERIORATION		Utilities Attached:	8	CABLE	Combination Type 3S-1:		Tons
Substructure:	6	SATISFACTORY CONDITION - MINOR DETERIORATION			N	N/A	Combination Type 3S-2:		Tons
Culvert:	N	NOT APPLICABLE			N	N/A	One Truck At A Time:	0	
Channel and Protection:	7	GOOD CONDITION - SOME MINOR PROBLEMS		Deck Wearing Surf:	G	BITUMINOUS OVERLAY	Last Paint Type:		
Structural Evaluation:	4	MINIMUM ADEQUACY TO BE LEFT IN PLACE		Deck Membrane:	A	WATERPROOF MEM SYST			
Deck Geometry:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		Deck Protection:	J	NONE			
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		Total Deck Thick:	28.0				
Waterway Adequacy:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		Last Paint Date:					
Approach Roadway Align:	7	BETTER THAN PRESENT MINIMUM CRITERIA		Inspection Remarks:	LONGITUDINAL CRACKING, DELAMINATION, SPALLS AND EXPOSED REBARS ARE PRESENT ON THE BOTTOM OF THE PPC DECK BEAMS. LONGITUDINAL CRACKING ARE ALSO PRESENT ON THE PRECAST CONCRETE APPROACH BEAMS AT EACH CORNER OF THE BRIDGE				
Bridge Railing Appraisal:	3	Meets Standards							
Approach Guardrail:	333	Acceptable	Acceptable	Acceptable					
Pier Navig Protection:	N	N/A							

Underwater Inspection/Appraisal Information

Inspection Date:		Inspection Category:					
Temperature:		Inspection Method:					
Inspected By:		Inspected By:		Appraisal Rating:			
Inspection Remarks:							

Scour Critical Information

Rating:	5	CALCULATED SCOUR ACCEPTABLE	Evaluation Method:	A	Computer Calculation
Analysis Date:	03/26/1993		Analysis By:		

Miscellaneous

Fracture Critical Members:	No
Microfilm Data Recorded:	No

Construction Information

Year:	1931	Original	1979	Reconstructed		
Route:	SA 9	Sta:	14+30	SA 9	Sta:	14+30
Section Nbr:	78-00058-01-BR		78-00058-01-BR			
Contract Nbr:						
Fed Aid Pr #:	00000000000000		00000000000000			
Built By:	3	COUNTY AGENCY	0	UNKNOWN		

Waterway Information

Flood Design Frequency:		YRS	Drainage Area:		Acre
Flood Design Q (CFS):			Flood Base Q (CFS):		
Flood Design Nat H W E:			Flood Base Nat H W E:		
Flood Des Open Prop:		SF			

Proposed Improvement

Cost Estimate Year:		Length:		*** Costs in Dollars ***	
Type of Work:				Bridge Cost:	
Done By:				Roadway Cost:	
Remarks:	B-1.2			Total Project Cost:	



Illinois Department of Transportation

Memorandum

To: Diane M. O'Keefe, District 1 Attn: Christopher J. Holt
From: Ralph E. Anderson By: Carl Puzey
Subject: BRIDGE CONDITION REPORT APPROVAL
Date: December 15, 2010

A handwritten signature in black ink, appearing to read 'Carl Puzey'.

Kane County
Section 08-00025-02-BR
Bliss Road over Blackberry Creek

SN 045-3006

We have finished a review of the Bridge Condition Report (BCR) for the above-designated bridge replacement project. We concur with the consultant's recommendation for total replacement of the existing bridge, and the BCR is hereby approved.

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

If you have any questions, contact Jim Klein at 217/782-5928 or Tom Cartmel at 217/782-5929.

TC/kkt0453006-20101215

RECEIVED
DEC 17 2010
BUREAU OF LOCAL
ROADS & STREETS



Illinois Department of Transportation

Memorandum

To: John A. Fortmann, District 1 Attn: Christopher J. Holt
From: D. Carl Puzey By: Timothy A. Armbrecht
Subject: PRELIMINARY BRIDGE DESIGN APPROVAL
Date: October 17, 2012

Timothy A. Armbrecht

Highway Bridge Program
Kane County
Section 08-00058-02-BR

SN 045-3066 **RECEIVED**

OCT 19 2012

**BUREAU OF LOCAL
ROADS & STREETS**

F.A.P. 520 (Bliss Road) over Blackberry Creek

The preliminary bridge design and hydraulic report, dated June 5, 2012, for the above-designated bridge replacement project is hereby approved. This approval is also based on the Regulated Floodway Construction Permit DIL-12-007, issued by your office on July 11, 2012.

The PBDHR indicates the County would like to have the Department perform the steel fabrication inspection. Please advise the County a letter requesting fabrication inspection should be sent to the Bureau of Bridges and Structures (BBS) as soon as possible after the steel fabricator is determined. The letter (see attached example) should include the following:

1. Job information (structure number, route, section, county, IDOT contract # if applicable, C-# if applicable).
2. Point of contact for questions and who to send reports to at job completion; name, contact and location for fabricator and prime contractor.
3. The approximate start date and duration if known.

This request essentially authorizes the BBS' shop drawing reviewer and/or fabrication inspector to act as the County's representative. The inspector will need a copy of the shop drawings, approved by either this office or the County's consultant. If the shop drawings were not reviewed by the BBS, a second copy should also be provided to the BBS for office use in assisting the inspector with technical or interpretation questions. The inspector and this office will also require reference copies of any special provisions or project-specific specifications applicable to fabrication that are different from IDOT's Standard & Supplemental Specifications.

John A. Fortmann, District 1 / Attn: Christopher J. Holt
Page 2
October 17, 2012

Please be aware fabrication inspection services supplied by the Department are subject to resource availability and are not guaranteed. In particular, if the fabricator is located outside the area served by Department inspectors, it may be necessary for the County to retain the services of their own fabrication inspection service to ensure the inspection of the steel.

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

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

MDH/kkt0453030-20121017

LIVINGSTON COUNTY HIGHWAY DEPARTMENT

David R. Winters, P.E., County Engineer
Clay A. Metcalf, P.E., Asst. County Engineer

1705 S. Manlove Street
Pontiac, Illinois 61764

Ph. (815) 842-1184
FAX (815) 842-3305

April 9, 2002

Major Bridge Program
Pontiac Road District
"Heisner's Island Bridges"

Structure No.: 053-4146
District: 3
Section: 93-22136-00-BR
Contract No.: 87132
Job No.: C-93-131-95
Project No.: BRM-5056(7)
Route: ~~FAT 506~~

~~FAT 506~~
BUREAU OF BRIDGES
AND STRUCTURES

~~Mr. John A. Morris, Structural Services Section~~
Illinois Department of Transportation
Bureau of Bridges and Structures, Room 240
2300 South Dirksen Parkway
Springfield, Illinois 62764
Attn: Fabrication Unit
Gentlemen:

APR 11 2002

TJD REA DISC
TEA ~~SEA~~ CIRC
JAM POST


We formally request that the Illinois Department of Transportation perform shop inspection of the steel structures to be fabricated for the above captioned project. This is in accordance with Chapter 5, Section 5(c) of the Federal Aid Procedures for Local Highway Improvements manual. The prime contractor and fabricator information are as follows:

Prime Contractor
H.J. Eppel & Co., Inc.
1400 Tuesburg Court
Pontiac, IL 61764
Mark Eppel (815)844-7269

Fabricator
DeLong Inc.
P.O. Box 479
Jefferson City, MO 65102-0479
Darrin B. Kelly (573)635-6121

During the preconstruction meeting it was stated that structural steel is scheduled to be delivered in September of 2002. If you have any questions concerning this submittal, please do not hesitate to call and ask for Clay Metcalf.

Very truly yours,



David R. Winters
County Engineer

DRW:cam

CC: IDOT - District 3
H.J. Eppel & Co., Inc.
Delongs Inc.



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

LOCAL ROADS AND STREETS
Regulated Floodway Construction Permit Approval
County of Kane
Location: Bliss Road over Blackberry Creek
Section No.: 08-00058-02-BR
Project No.: BHOS-0089(126)
Job No.: C-91-162-09
File No.: 457
Existing Structure No.: 045-3006
Proposed Structure No.: 045-3030
Kane County

July 20, 2012

Mr. Carl Schoedel
County Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Dear Mr. Schoedel:

Attached is the Regulated Floodway Construction Permit No. DIL-12-007 for the above-referenced project authorizing the construction of Bliss Road over Blackberry Creek.


The project consists of construction of a Steel Wide Flange (Composite) bridge structure to replace the existing structure at the same location. The proposed structure length is 83'-8" back to back of abutments. There is one proposed span with length 81'-2". The proposed low beam elevation is 687.83. The proposed skew angle is 0. This project is located in Section 9, Township 38 North, Range 7 East of 3rd Principal Meridian.

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

If you have any questions or need additional information, please contact Kevin Stallworth, Acting Field Engineer, at (847) 705-4169 or via email at Kevin.Stallworth@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

RECEIVED

JUL 31 2012

Willis Burke Kelsey Associates

Attachments

cc: John Witte, Willis Burke Kelsey Associates w/att.

STATE OF



ILLINOIS

Permit No.: DIL-12-007

Department of Transportation

**Division of Highways
2300 South Dirksen Parkway
Springfield, IL 62764**

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

PERMISSION IS HEREBY GRANTED TO: Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

FOR CONSTRUCTION OF : A Steel Wide Flange (Composite) bridge structure to replace the existing structure along Bliss Road over Blackberry Creek. The proposed structure length is 83'-8" back to back of abutments. There is one proposed span with length 81'-2". The proposed low beam elevation is 687.83. The proposed skew angle is 0. The project is located in Section 9, Township 38 North, Range 7 East of 3rd Principal Meridian, Kane County, as part of Section Number 08-00058-02-BR, Structure 045-3030.

IN ACCORDANCE WITH THE Application and Plan
DATED July 10, 2012 AND MADE A PART HEREOF, AND SUBJECT TO THE
TERMS SHOWN ON THE BACK HEREOF AND THE SPECIAL CONDITIONS ATTACHED
HERETO AS EXHIBIT.

EXAMINED AND APPROVED

A handwritten signature in cursive script, appearing to read "John Fortman".

REGIONAL ENGINEER/CENTRAL BUREAU CHIEF

7/11/12

DATE

THIS PERMIT is subject to the following conditions:

(a) This permit is granted in accordance with Rivers, Lakes And Streams Act "615 ILCS 5".

(b) This permit does not convey title to the permittee or recognize title of the permittee to any submerged or other lands, and furthermore, does not convey, lease or provide any right or rights of occupancy or use of the public or private property on which the project or any part thereof will be located, or otherwise grant to the permittee any right or interest in or to the property, whether the property is owned or possessed by the State of Illinois or by any private or public party or parties.

(c) This permittee does not release the permittee from liability for damage to persons or property resulting from the work covered by this permit, and does not authorize any injury to private property or invasion of private rights.

(d) This permit does not relieve the permittee of the responsibility to obtain other federal, state or local authorizations required for the construction of the permitted activity; and if the permittee is required by law to obtain approval from any federal agency to do the work, this permit is not effective until the federal approval is obtained.

(e) The permittee shall, at his own expense, remove all temporary piling, cofferdams, false work, and material incidental to the construction of the project, from floodway, river, stream or lake in which the work is done. If the permittee fails to remove such structures or materials, the state may have removal made at the expense of the permittee. If future need for public navigation or public interest of any character, by the state or federal government, necessitates changes in any part of the structure or structures, such changes shall be made by and at the expense of the permittee or his successors as required by the Department of Transportation or other properly constituted agency, within sixty (60) days from receipt of written notice of the necessity from the Department or other agency, unless a longer period of time is specifically authorized.

(f) The execution and details of the work authorized shall be subject to the supervision and approval of the Department. Department personnel shall have right of access to accomplish this purpose.

(g) Starting work on the construction authorized will be considered full acceptance by the permittee of the terms and conditions of the permit.

(h) The Department in issuing this permit has relied upon the statements and representations made by the permittee; if any statement or representation made by the permittee is found to be false, the permit may be revoked at the option of the Department; and when a permit is revoked all rights of the permittee under the permit are voided.

(i) If the project authorized by this permit is located in or along Lake Michigan or a meandered lake, the permittee and his successors shall make no claim whatsoever to any interest in any accretions caused by the project.

(j) In issuing this permit, the Department does not approve the adequacy of the design or structural strength or the structure or improvement.

(k) Noncompliance with the conditions stated herein will make this permit void.

(l) If the work permitted is not initiated on or before six years from the date of issuance as shown on the front of this form, this permit shall be void.

RECEIVED

JUL 31 2012

Wills Burke Kelsey Associates

HYDRAULIC REPORT
BLISS ROAD BRIDGE CROSSING OF
BLACKBERRY CREEK
EXISTING STRUCTURE NUMBER: 045-3006
PROPOSED STRUCTURE NUMBER: 045-3030

Prepared For:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Prepared By:

Wills Burke Kelsey Associates, Ltd
116 West Main Street, Suite 201
St Charles, Illinois 60174

WBK Project # 09-0055

June 6, 2012

Revised June 29, 2012

John Witte

John Witte PE, CFM

Illinois Registered Professional Engineer

No. 062-058599



TABLE OF CONTENTS

RECEIVED
JUL 31 2012

APPENDIX C
FHWA COORDINATION



Wills Burke Kelsey Associates, Ltd.
Consulting Engineers

Meeting Minutes

116 West Main Street
Suite 201
St. Charles, IL 60174

Project	<u>Bliss Road over Blackberry Creek</u>	Meeting Date	<u>June 12, 2012</u>
Client/Agency	<u>Kane County Division of Transportation</u>	Meeting Time	<u>9:15 A.M.</u>
IDOT Section #	<u>08-00058-02-BR</u>	Meeting Location	<u>IDOT D1</u>
IDOT Job #	<u>P-91-162-09</u>	Meeting Organizer	<u>Andy Underwager</u>
IDOT Project #	<u>BHOS-0089(123)</u>	Meeting Topic	<u>IDOT/FHWA Coord.</u>
WBK Project #	<u>R03.090056.00000</u>		<u>1st Presentation</u>

Purpose of Meeting: Concurrence on scope, geometry, termini, public involvement, 4(f) and CE II processing

1. Introductions/ Attendees: See Attendance Roster
2. General comments made by Andy Underwager (WBK) / Brent Pottorff (WBK):
 - The local agency is Kane County and the project manager for the County is Mike Zakosek.
 - Existing structure is located on Bliss Road approximately 0.2 miles north of Illinois Rte. 47 in Sugar Grove. Bliss Road is designated Federal-Aid Primary 520 and has a functional classification of Other Principal Arterial.
 - Bridge originally built in 1931 and reconstructed in 1979
 - The sufficiency ratio is 48.6, making it eligible for replacement
 - The BCR has been approved (12/15/2010)
 - The bridge is structurally deficient
 - The scope of work is bridge replacement with approximately 1800' of roadway/approach work.
 - Profile adjustment necessary to accommodate hydraulic capacity
 - Traffic to be staged during construction maintaining one lane of traffic across the bridge utilizing temporary bridge traffic signals
 - ESR has been submitted and clearances received
 - Wetland impacts are anticipated and will be mitigated at a wetland bank
 - Compensatory storage is required and anticipated to be provided by the taking of two parcels including the demolition of one residential house. In addition, a ditch will be constructed along the eastern side of Bliss Road north of the structure to accommodate fill in the floodplain.
 - Right of way and/or easements needed from 7 different parcels.
 - Blackberry Creek is a regulatory floodway, Zone AE. Northeastern Illinois Floodway Permit needed.

3. Discussion:

Scope:

The existing structure is structurally deficient due to the poor condition of the superstructure. The BCR has been submitted and approved for bridge replacement.

"Design Criteria for New or Reconstructed Suburban/Urban Arterial Bridges", Figure 36-5B were utilized. The bridge will be sized to accommodate the 30-yr flood frequency, provide 1-foot of freeboard to the low chord and rip-rap armored slope walls to prevent the potential for scour. Based on the projected DHV of 1,000 (2040) the new bridge will incorporate 2-12' lanes, a 12' flush median, variable width shoulders (5' min.) and 1'-7" F-shaped parapets measuring 51'-8" out to out. The bridge is to be built on tangent alignment while the roadway follows a horizontal alignment.



The FHWA and IDOT concurred on the scope of work, but noted the PBDHR would need to be approved. The PBDHR was submitted on 6/6/2012.

Roadway Geometry:

“Geometric Design Criteria for Suburban Arterials”, Figure 32-2C were utilized to develop the proposed geometry. South of the structure, the proposed cross-section consists of 2-12’ lanes, a 12’ flush median, 5’ shoulders and B6.24 C&G. North of the structure, the proposed cross-section consists of 2-12” lanes a 12’ flush median and 5’ shoulders.

In an effort to accommodate occasional bicyclists in this corridor, 5’ shoulders have been proposed to make access to the Bliss Woods FP easier for users of the facility. In addition, an exclusive left-turn lane at the the forest preserve entrance has been proposed. Guardrail will be provided in areas where side slopes are greater than 1V:4H.

The FHWA concurred on the proposed geometry,

Termini:

The project termini were established to provide a smooth transition with the existing pavement elevations based on profile adjustment, superelevation transition due to horizontal curvature and addition of a left turn lane at the Bliss Woods Forest Preserve entrance. The project length is proposed to be Sta. 10+35 to Sta. 28+30 (1795 LF).

The FHWA concurred on the logical termini, but noted that HBP funding would only be approved from touchdown to touchdown (Sta. 10+35 to Sta. 21+00) pending approval of the Preliminary Bridge Design and Hydraulic Report. From Sta. 21+00 to Sta. 28+30, STP or some other funding source would need to be utilized.

4(f) and CE II Processing:

Right of way and easements are proposed from the Bliss Woods Forest Preserve, a publically owned forest preserve; therefore 4(f) involvement is anticipated. No adverse impacts to the features, attributes and amenities of the forest preserve are anticipated. LAWCON funds were not used in the acquisition of this property. The consultant requested the use of the property be processed as a *de minimus* impact.

Due to the scope of work, the FHWA concurred to process this project as a CE II and also to process the use of the 4(f) property as *de minimus*.

Public Involvement/Land Acquisition:

Right of way/easements is anticipated from 7 parcels including acquisition of 2 parcels. Since this is less than 10 parcels, the consultant proposed to publish a notice for the opportunity for a public meeting. The IDOT/FHWA suggested sending a letter to the parcel owners outlining the project, the amount of right-of-way and/or easement needed and the appraisal and negotiation process. WBK agreed to this. In addition, the FHWA recommended the meeting notice include a statement that a *de minimus* finding is being sought from the FPDKC for the right of way/easements taking from the forest preserve.



The FHWA concurred on the public involvement process of the project. IDOT recommended the consultant to coordinate with the Bureau of Land Acquisition to develop plats and legals and to help with the acquisition of the 2 parcels.

Design Variances:

The consultant identified the following design exceptions:

- **Shoulder Widths:** 5' shoulder widths are proposed along the length of the project to accommodate bicyclists along the roadway. Five feet is the minimum width for bicycle lanes on the structure. 8' is the required minimum. **FHWA concurred.**
- **Side Slopes:** 1V:3H are proposed along Bliss Road behind the guardrail to transition the steeper 1V:2H slopes near the bridge. 1V:4H side slopes for fill sections are required. **FHWA concurred.**
- **Clear Zone Protection:** The guardrail on the west side for southbound traffic is less than the length of need for a 30' clear zone. **FHWA concurred.**

4. Action Items:

- Coordinate with the Bureau of Land Acquisition
- Initiate public involvement process
- Initiate 4(f) coordination

The above notes constitute minutes from the meeting. If there are any discrepancies, please contact Wills Burke Kelsey Associates, Ltd. within 3 business days.



**Illinois Department
of Transportation**

**FHWA/Local Coordination Meeting
Attendance Roster**

Agency Name:		Kane County		
Project & Topic:		CH 78: Bliss Road over Blackberry Creek; Bridge Rehab, Scope, Termini, Environmental Processing, 4f		
Section No.:		08-00058-02-BR		
Date:		June 12, 2012	Time:	9:00 AM
Location:		Region/District One	Room:	Executive Conference Room
	NAME (Please Print)	REPRESENTING		PHONE NUMBER
1	Chris Holt <i>CH</i>	IDOT BLRS		(847) 705-4201
2	Salmon Danmole <i>SD</i>	IDOT CBLRS		(217) 785-2798
3	Dennis Bachman	FHWA		(217) 492-4283
4	Chris Byars <i>CB</i>	FHWA		(312) 886-1606
5	Robin Helmerichs <i>RH</i>	FHWA		(217) 492-4615
6	Michael Hine	FHWA		(217) 492-4634
7	Joy Gustafson	LAND ACQ - IDOT		847-705-4319
8	P.J. Fitzpatrick	WILLIS TOWERS WATSON ASSOC.		(630) 443-7755
9	MIKE ZAKOSEK	KANE COUNTY DOT		(630) 584-1170
10	BRENT POTTORST	WBK ASSOC		630 443-7755
11	Andy Underwager	WBK ASSOC		630 443-7755
12	MARILIN SOLOMON	IDOT-D1-BLRS		(847) 705-4407
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

APPENDIX D
UTILITY COORDINATION

Thank you for contacting JULIE, Inc. regarding your upcoming digging project.

Please review and print your locate request ticket below for your records. If any of the information is incorrect, please contact a JULIE call center agent by simply dialing 811 or 800-892-0123 and refer to the locate request number. The agents are available 24/7.

For information about the next steps in the process, a copy of JULIE's Homeowner's Guide, and an explanation of the color-code markings, visit www.illinois1call.com/e_request/what_happens_next.htm

Dig No : A1801486 Rev : 00A Digstart: 12/29/10 13:38
Rcvd : 06/29/10 13:42 Priority: 2 Expires : 01/01/00 00:00
Org Dig: A1801486 Rcvd: 06/29/10 13:37

Firm : WILLS BURKE KELSEY Caller: ANDREW HAGLUND
CoAddr1: 116 W. MAIN ST., STE. 201
City,St: ST. CHARLES, IL Zip : 60174
Phone : 630-443-7755 Ext : Fax: 630-443-0533
Call Bk: Done For : KANE CO DIVISION OF TRANS.
SiteCnt: SAME
Email : AHGLUND@WBKENGINEERING.COM

County : KANE Place: SUGAR GROVE
Address:
Subdiv : Cross:

Grids : T38NR07E09**

BestFit: 41.794407/-88.454124 41.794571/-88.434524
: 41.779941/-88.454003 41.780106/-88.434402
PreMark: NO Directional Boring: NO Depth>7Ft: YES
Locatn : IN THE TOWNSHIP OF SUGAR GROVE, ***APPROX 2 MILES NORTH OF SUGAR GROVE
WrkType: DESIGN STAGE/REPLACE BRIDGE, ROADWAY APPROACHES
Extent : WORK WILL BE DONE SECTIONS AND QUARTERS
Remarks:

Members:
ATTOA ATT / T (TRANSMISSION) CARL DONAHUE 847-420-9115
ATT51A ATT/DISTRIBUTION 630-573-5450x2nd 6
305735495
CEC00A COMED / JOLIET DESIGN STAGE LOCATE LINE 630-576-7094
KCDT0A KANE COUNTY DIV. OF TRANSPORT KURT NIKA 630-406-7372
NICR2A NICOR GAS UTILITY CONSULTANT G03W 630-388-2362
SGRV0A SUGAR GROVE, VILLAGE OF DAVID BURROUGHS 630-466-9350
SMP3A USIC LOCATING SERVICE-ROCKFOR Information not provided
TXMA7A MEDIACOM DON DEMAY 630-365-0045x6001

RECEIVED
JUN 29 2010
Wills Burke Kelsey Associates



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

AT&T Legal Mandate
AT&T Communications
1000 Commerce Drive
Oak Brook, Illinois 60523

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

To Whom It May Concern:

Our office is assisting the Kane County Division of Transportation with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek and the associated roadway and ditch reconstruction. The bridge is located approximately 1 mile north on IL-47 off IL-56, and then approximately 500' east of the Bliss Road and IL-47 intersection. The limits of the project will be approximately 700' in each direction of the bridge crossing. The attached exhibits show the project location.

At this time we would like to request that you provide us with information regarding the location and status of your existing facilities within the project limits, including the location of any proposed facilities within the same, to enable our office to incorporate them into our Preliminary Plans and identify potential conflicts.

Our office and the Kane County Division of Transportation will appreciate your prompt attention to this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact me.

Respectfully Submitted,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'Kevin Anderson', is written over a horizontal line.

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

Mr. Carl Donahue
AT&T Communications
866 Rock Creek Road
Plano, Illinois 60545

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of
Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

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Respectfully Submitted,
Wills Burke Kelsey Associates

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

Mr. Joe Stacho
Commonwealth Edison
1N423 Swift Road
Lombard, Illinois 60148

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

Dear Mr. Stacho,

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Respectfully Submitted,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'K. Anderson', is written over a horizontal line.

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



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St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

Mr. Matt Forgas
Mediacom
808 E. North Street
Elburn, Illinois 60119

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of
Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

Dear Mr. Forgas,

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Respectfully Submitted,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'Kevin Anderson', is written over a light blue horizontal line.

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

Ms. Constance Lane
Nicor Gas
1844 Ferry Road
Naperville, Illinois 60563

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of
Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

Dear Ms. Lane,

Our office is assisting the Kane County Division of Transportation with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek and the associated roadway and ditch reconstruction. The bridge is located approximately 1 mile north on IL-47 off IL-56, and then approximately 500' east of the Bliss Road and IL-47 intersection. The limits of the project will be approximately 700' in each direction of the bridge crossing. The attached exhibits show the project location.

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Our office and the Kane County Division of Transportation will appreciate your prompt attention to this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact me.

Respectfully Submitted,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'Kevin Anderson', is written over a white background.

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

September 7, 2010

Mr. David Burroughs
Village of Sugar Grove
52 Wheeler Road
Sugar Grove, Illinois 60554

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

Dear Mr. Burroughs,

Our office is assisting the Kane County Division of Transportation with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek and the associated roadway and ditch reconstruction. The bridge is located approximately 1 mile north on IL-47 off IL-56, and then approximately 500' east of the Bliss Road and IL-47 intersection. The limits of the project will be approximately 700' in each direction of the bridge crossing. The attached exhibits show the project location.

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Our office and the Kane County Division of Transportation will appreciate your prompt attention to this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact me.

Respectfully Submitted,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'Kevin Anderson', is written over a light blue horizontal line.

Kevin Anderson, P.E., PTOE

Cc:
Mike Zakosek – KDOT
S. Brent Pottorff – WBK
Andy Underwager – WBK
Lee Rivera - IDOT



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengeering.com

WILLS BURKE KELSEY ASSOCIATES

January 24, 2011

Mr. Tom Muth
Director of Engineering
Fox Metro Water Reclamation District
682 State Route 31
Oswego, Illinois 60543-9417

*RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of
Transportation
Sec. 08-00058-02-BR
Job No.: P91-162-09
Project No.: BHOS-0089(123)
JULIE Design Stage Dig No. A1801486*

Dear Mr. Muth,

Our office is assisting the Kane County Division of Transportation with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek and the associated roadway and ditch reconstruction. The bridge is located approximately 1 mile north on IL-47 off IL-56, and then approximately 500' east of the Bliss Road and IL-47 intersection. The limits of the project will be approximately 700' in each direction of the bridge crossing. The attached exhibits show the project location.

From coordination with Sugar Grove, it is our understanding that FMWRD has a sanitary sewer interceptor within our anticipated project limits. At this time we would like to respectfully request that you provide us with information regarding the location and status of your existing facilities within the project limits, including the location of any proposed facilities within the same, to enable our office to incorporate them into our Preliminary Plans and identify potential conflicts.

Our office and the Kane County Division of Transportation will appreciate your prompt attention to this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact me.

Respectfully Submitted,
Wills Burke Kelsey Associates

S. Brent Pottorff
Senior Project Manager

Cc:
Mike Zakosek – KDOT
Andy Underwager – WBK
Lee Rivera - IDOT



AT&T Legal Mandate Center
1000 Commerce Drive
Floor 1
Oak Brook, IL 60523

September 29, 2010

Kevin Anderson, PE, PTOE
116 W Main St
Suite 201
St. Charles IL 60174

RE: Verification of Utilities
Bliss Rd at Blackberry Creek
Sugar Grove IL

Mr. Anderson,

At your request I have enclosed a drawing showing the approximate location of AT&T underground facilities covering the scope of your above mentioned scope of work. Please note these locations are approximate and are not to scale.

Based on the preliminary scope of work, AT&T could have two conflicts with this project, north & south of the bridge and would at a minimum require test holes for location & depth as the project progresses. Please feel free to contact me with any questions you may have.

Sincerely,

Thomas Follin

Thomas Follin
AT&T OPSE
630-573-6477
Tf1858@att.com



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SEP 27 2010

Wills Burke Kelsey Associates

September 23, 2010

Wills Burke Kelsey Associates
Kevin Anderson P.E. PTOE
116 West Main Street Suite 201
St. Charles, Illinois 60174

RE: 09-0055 Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec.08-00058-02-BR
Job No. P91-162-09
Project No. BHOS-0089(123)
Julie Design Stage Dig No. A1801486

Dear Kevin:

AT&T has contracted the services of JMC Engineers & Associates, Inc. as a professional consultant to AT&T's Long Distance (T) network for reviewing projects such as the one above.

In reviewing our cable mapping program, I find that AT&T Long Distance (T) is not involved with your project as engineered.

If you have any questions or concerns, please call me at 815-694-3000.

Sincerely,

A handwritten signature in cursive script that reads 'Edward Varner'.

Edward Varner
Project Engineer

Cc: Carl Donahue/OSPEC Supervisor, AT&T



Subject: Bliss Road over Blackberry Creek	CE Project #: H11047AUR
Project #: 08-00058-02-BR	P.L. #: 461162
	Town: Sugar Grove Township
	County: Kane

September 10, 2010

To: Kevin Anderson
Wills Burke Kelsey Associates

From: Joseph Stacho
Central Regional Engineering

This is in response to your letter dated September 7, 2010

Enclosed are marked plans for the above mentioned project. This project conflicts with our distribution facilities as indicated below:

- Existing ____ kV distribution facilities have been highlighted in yellow on the enclosed plans.
- There are no existing overhead facilities in the subject area.
- There are existing **12kV** overhead facilities and **many poles** in the subject improvement area. The contractors should use caution in operating cranes or other equipment near our overhead facilities.
- There are no existing underground facilities in the subject area.
- There are existing **12** kV underground/conduit facilities in the subject area. We request that J.U.L.I.E. be contacted 72 hours prior to the start of construction.
- The proposed work should not conflict with our distribution facilities.
- ComEd's TBON fiber optic loop is in the project ____ area. Copies have been sent to MFS for review.
- It will take approximately ____ construction days to clear the conflicts.

If additional information is required, please contact Joe Stacho at (630) **424-5704**.

Remarks:

Please see the attached ComEd underground map(s). These are areas that were identified to have ComEd facilities with potential conflicts. These maps are a representation of the ComEd electrical system as of the title block date and are subject to change with out notification. Also these maps are not intended for redistribution to the general public. These maps are a functional representation and are not intended to show the exact locations of the underground facilities. The underground crossings are typically 30 inches deep from existing grade.

The JULIE system should be used for the exact location of any underground utility.

ComEd maintains 12kv primary overhead facilities through out this entire project. There is 12kv 3 phase wires crossing over Bliss Rd. west of Blackberry Creek and then heads east along the north side of Bliss Rd crossing over Blackberry Creek.

If there is a need for ComEd to relocate any of their facilities please send a full size set of scalable plans with cross sections.

It will take approximately 20 weeks minimum, after the plans have been received before ComEd will start the relocation process of their facilities.

ComEd will need to research to see if they have any facilities located with easements. If there are ComEd facilities located with easements and if they needed to be relocated new easements will need to be acquired with associated cost to Kane County for the relocation.

There are many ComEd primary overhead crossings. Please be careful when operating any equipment that may get into the overhead primary wires.

If there is a need to have poles braced please let me know as soon as possible so that this can be scheduled accordingly.



Nicor Gas
1844 Ferry Road
Naperville, IL 60563-9600

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

Phone 630 983-8676
Internet www.nicor.com

July 23, 2010

Mr. Andrew Haglund
Wills Burke Kelsey Associates
116 West Main Street, Ste 201
St. Charles, Illinois 60174

RECEIVED
JUL 27 2010
Wills Burke Kelsey Associates

Re: JULIE Dig # A1801486
Sugar Grove, Illinois

Dear Mr. Haglund:

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

With reference to your request received on June 29, 2010, I am returning one set of atlas pages indicating the location of our gas main(s) in the area of your proposed project. The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential. Please handle these pages accordingly.

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

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

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

Your project has been assigned Engineering # **SC8643**. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

Thank you for your cooperation in this matter.

Sincerely,

Constance Lane/ba

Constance (Connie) Lane
Engineering Administrator
(630) 388-3830 direct
(630) 983-0639 fax

ba: SC8643
enclosures

TRANSMITTAL



**Engineering
Enterprises,
Inc.**

Date: September 15, 2010

Number of Pages:
(Incl. cover sheet)

Attn: Mr. Kevin Anderson

From: David R. Burroughs, P.E.
Senior Vice President

To: Wills Burke Kelsey Assoc.
116 West Main Street,
Suite 201
St. Charles, IL 60174

Reference: **Bliss Road**

Fax #:

EEI Job #: SG1000

Transmit Via:

Fax Hand Carry US Mail Overnight UPS FedEx

Items Transmitted:

Correspondence Contracts Drawings Prints Plans Other

<u>Copies</u>	<u>Date</u>	<u>No.</u>	<u>Description</u>
1	09/30/09	16	Record Drawings for Village Bible Church
1	03/18/96	5	Bliss Road Watermain plans

THESE ARE TRANSMITTED as checked below:

For approval For your use As requested For review and comment
 For bids due _____, 20____

Comments:

Kevin,

Attached are the plans showing public utilities owned by the Village of Sugar Grove within the KDOT project limits. This is the information requested in your September 7 2010 letter. The Village has a 12" D.I.W.M. on the south side of Bliss Road as indicated in the Bliss Road Watermain plans. Last year the Village Bible church made a connection to this water main as shown in the church plans. They did not accurately show the location of the existing Bliss Road water main on their plans and I have indicated this on the plans. The Bliss road water main plans are the ones that show the location more accurately. FMWRD has a inceptor sanitary sewer crossing Bliss Road in this location and you should contact them to get this information. Let me know if you need anything else.

Regards,

David

From: [Jeff Humm](#)
To: [Brent Pottorff;](#)
Subject: Fwd: Waubonsee Community College Interceptor - Contract 1
Date: Thursday, January 27, 2011 11:24:42 AM
Attachments: [Sheet_4A.pdf](#)

>>> "John Frerich" <jfrerich@deuchler.com> 01/26/2011 4:24 PM >>>

Jeff,

As requested, attached is a PDF of the record drawing plan and profile of the District's interceptor in the vicinity of the Bliss Road crossing of Blackberry Creek. Let me know if you need anything else.

John W. Frerich, P.E.

Walter E. Deuchler Associates, Inc.

230 Woodlawn Avenue

Aurora, IL 60506

Phone: (630) 897-4651

Fax: (630) 897-5696

e-mail: jfrerich@deuchler.com

APPENDIX E
PUBLIC INVOLVEMENT

WILLS BURKE KELSEY ASSOCIATES, LTD.
Public Notice The Kane County Division of Transportation (KDOT)

ADORDERNUMBER: 0000580899-01
PO NUMBER: Kane County Div of Trans
AMOUNT: \$409.70
NO OF AFFIDAVITS: 1

Sun Times Media Aurora Beacon-News Certificate of Publication

State of Illinois - County of DeKalb, DuPage, Kane, Kendall

Aurora Beacon-News, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended by Laws 1959, P1494, EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, Pl.

Note: Notice appeared in the following checked positions.

PUBLICATION DATE(S): 06/07/2013, 06/14/2013

Aurora Beacon News

RECEIVED

JUN 24 2013

Wills Burke Kelsey Associates

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed and notarized

By



David Fontechia

Account Manager - Public Legal Notices

Subscribed and sworn to before me this 14th Day of June 2013 A.D.

WILLS BURKE KELSEY ASSOCIATES, LTD.
116 WEST MAIN STREET, SUITE 201
SAINT CHARLES, IL 60174

Public Notice

The Kane County Division of Transportation (KDOT) is proposing to improve the Bliss Road Bridge over Blackberry Creek located in the Village of Sugar Grove and unincorporated Kane County approximately 0.21 miles northeast of the Bliss Road intersection with Illinois Route 47. The project will consist of the removal and replacement of the existing bridge. The approach roadway will be widened to accommodate two 12-foot lanes, one in each direction with 5-foot wide shoulders and a 12-foot striped median. The proposed bridge configuration will require that the roadway profile be raised, which necessitates placing embankment in the floodplain.

This is an opportunity for the public to review and comment on the effects that proposed improvements to Bliss Road will have on the Bliss Woods Forest Preserve. The Bliss Woods Forest Preserve, which is under the jurisdiction of the Forest Preserve District of Kane County, is a publicly owned forest preserve. As such, it is subject to protection under Section 4(f) of the US Department of Transportation Act of 1966. For the Bliss Road project, KDOT intends to seek a Section 4(f) “*de minimis*” impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Bliss Woods Forest Preserve for protection under Section 4(f).

The Bliss Woods Forest Preserve will be impacted for the purposes of roadway widening, compensatory storage and grading. While efforts were made to minimize the impact to the forest preserve property, acquisitions are needed. As a result of the project, the forest preserve entrance will be improved. Detailed documentation describing the impacts and mitigation associated with the effects of the Bliss Road project on the Bliss Woods Forest Preserve is available at the following location(s) during normal business hours:

Kane County office: 1725 Dean Street, St. Charles, IL 60174 and the Illinois Department of Transportation: 201 West Center Court, Schaumburg, IL 60196. If additional information is desired, contact Andy Underwager, Wills Burke Kelsey Associates, 116 West Main Street, St. Charles, IL 60174, telephone 630.443.7755.

Written comments may be submitted at the KDOT office, mailed to the KDOT office, or submitted electronically to zakosekmike@co.kane.il.us. Comments must be received by July 8, 2013 to be considered as a part of the public record.

KANE COUNTY

DIVISION of TRANSPORTATION



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

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

May 11, 2013

Ms. Phyllis Sauer and Ms. Luanne C. Mushrush
c/o Mr. Bradley Sauer
P.O. Box 222
Sugar Grove, Illinois 60554

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Ms. Sauer and Ms. Mushrush:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owners of parcel 14-16-200-011. The property is situated along the southwesterly limits of the bridge improvement at 442 Bliss Road.

The proposed improvement will require right-of-way (ROW) from your property. The proposed right of way acquisition of 0.264 acres to be acquired from your property is needed to accommodate the roadway pavement, embankment widening and to provide compensatory storage required due to the roadway improvements requiring filling of the floodplain and is indicated in orange on the enclosed plan sheet. This represents the entire parcel.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Zakosek". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-16-200-011

Please check the desired response.

_____ I have no comments at this time.

_____ I have noted my comments on the back of this page.

_____ I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

_____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____ (Preferred time and date)

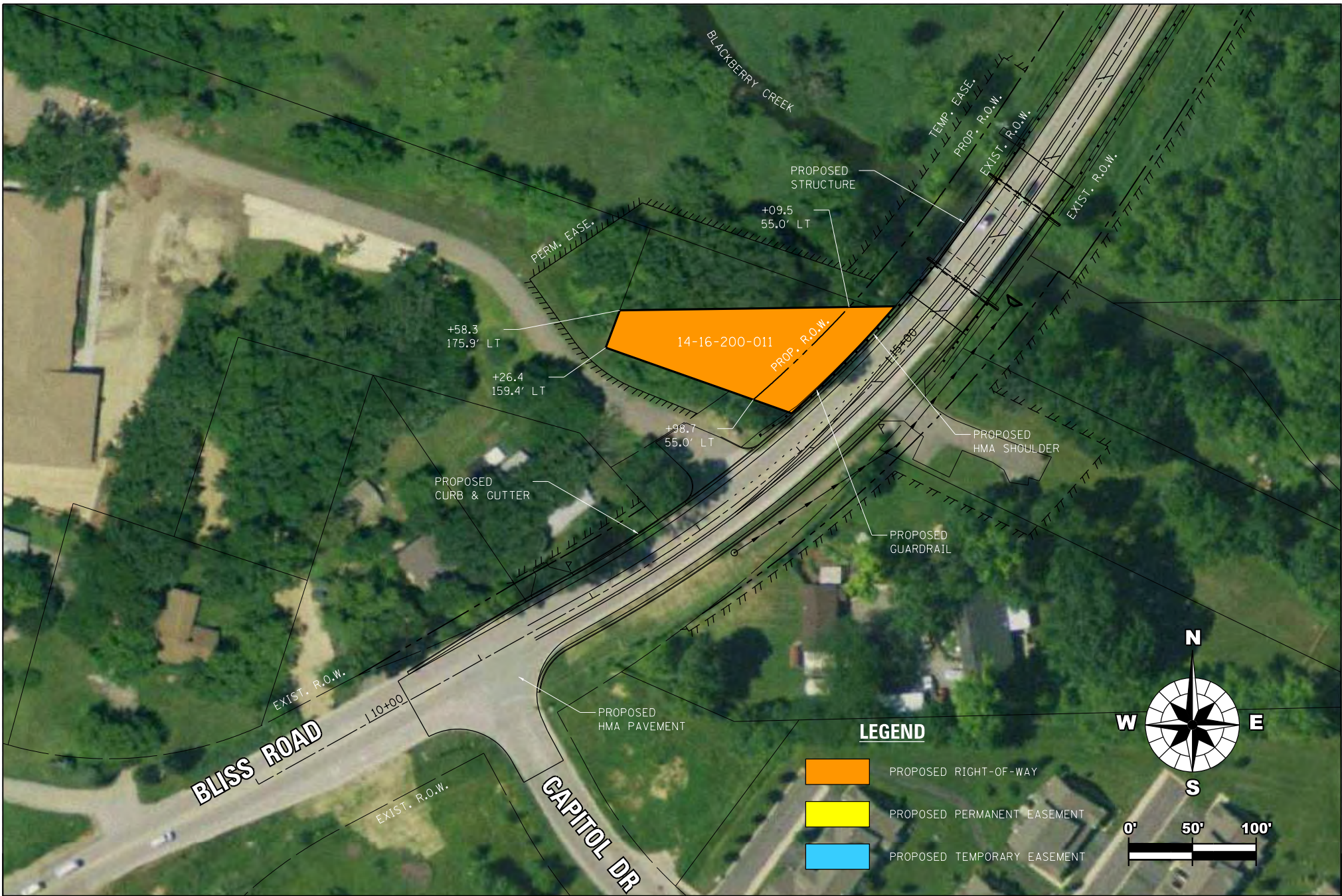
_____ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____

Signature of owner

_____,
Date

2013



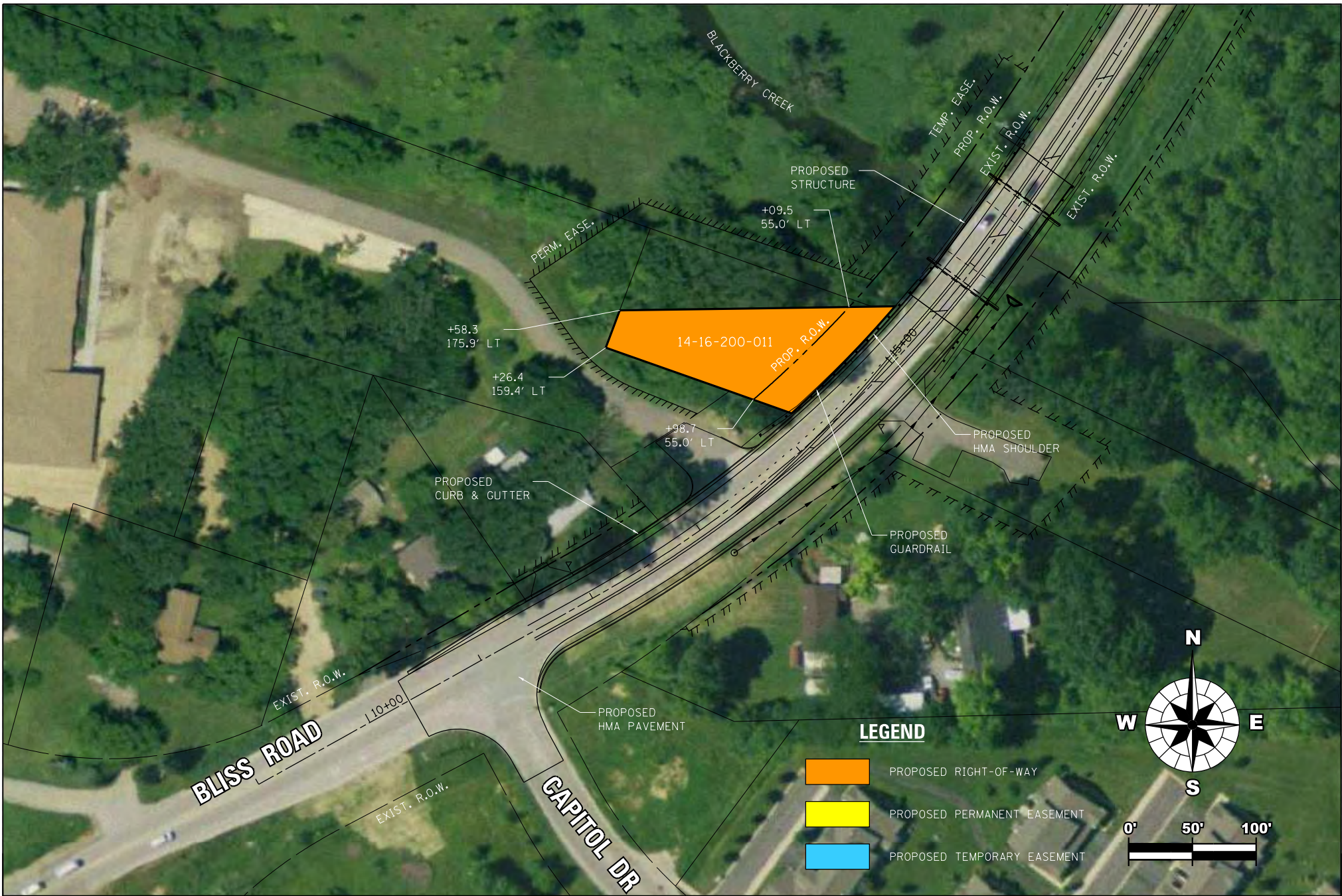

WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

BLISS ROAD OVER BLACKBERRY CREEK
PARCEL EXHIBIT

442 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-0058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

P.I.N. 14-16-200-011



WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

442 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-0058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

P.I.N. 14-16-200-011

KANE COUNTY
DIVISION of TRANSPORTATION

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



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

May 11, 2013

Ms. Leigh Sauer
c/o Mr. Bradley Sauer
P.O. Box 222
Sugar Grove, Illinois 60554-0222

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Ms. Sauer:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner of parcel 14-09-400-013. The property is situated along the southwesterly limits of the bridge improvement at 442 Bliss Road, as shown on the attached location map.

The proposed improvement will require right-of-way (ROW) from your property. The proposed right of way acquisition of 0.146 acres to be acquired from your property is needed to accommodate the roadway pavement, embankment widening and to provide compensatory storage required due to the roadway improvements requiring filling of the floodplain and is indicated in orange on the enclosed plan sheet. This represents the entire parcel.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Zakosek". The signature is fluid and cursive, written over a light blue horizontal line.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-09-400-013

Please check the desired response.

_____ I have no comments at this time.

_____ I have noted my comments on the back of this page.

_____ I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

_____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____ (Preferred time and date)

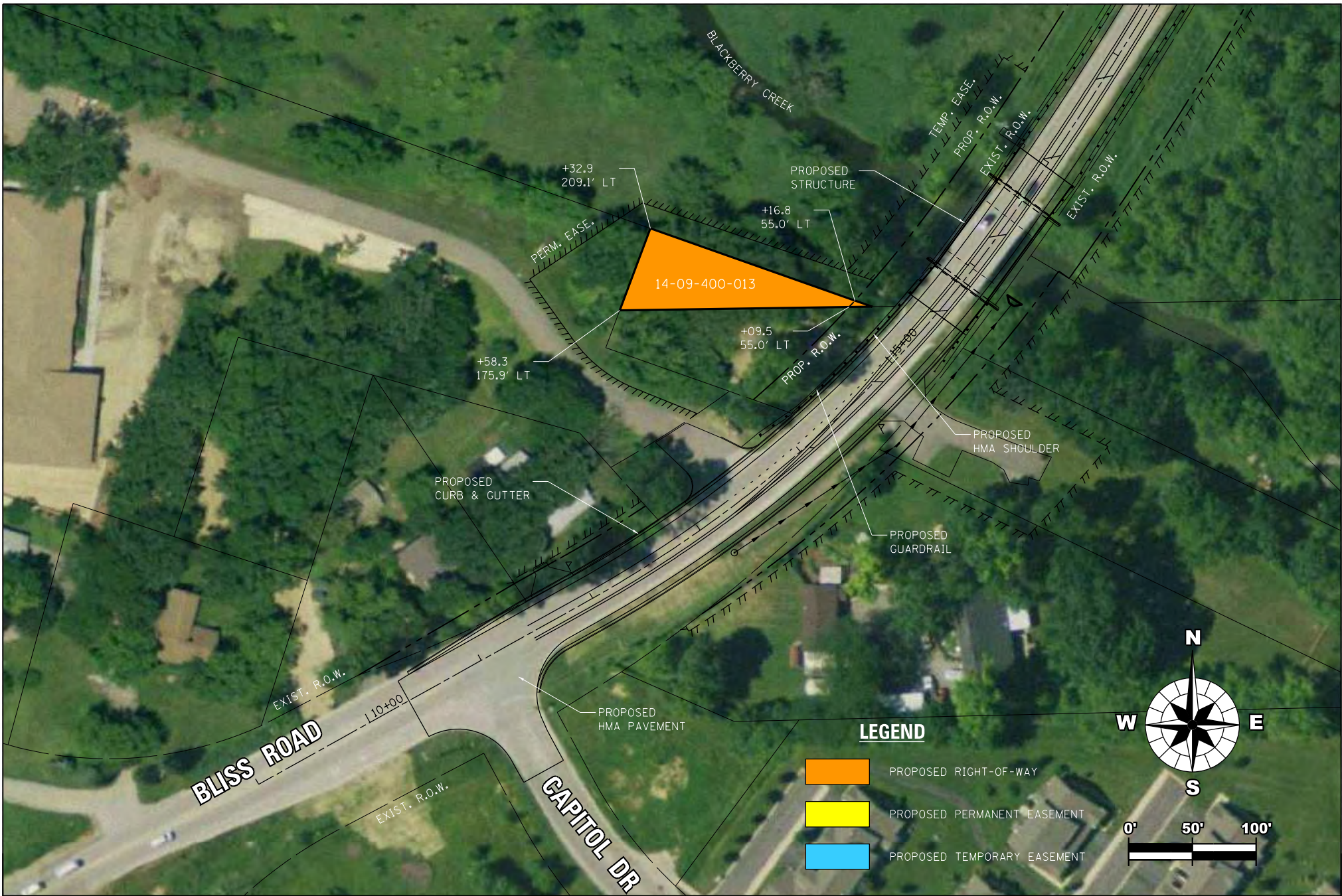
_____ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____

Signature of owner

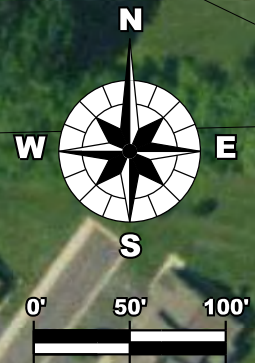
_____,
Date

2013



LEGEND

- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT



WBK
WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

ADJACENT TO 442 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-09-400-013				

KANE COUNTY

DIVISION of TRANSPORTATION

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



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

May 11, 2013

Village Bible Church of Sugar Grove
P.O. Box 331
Sugar Grove, Illinois 60554

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Trustee:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner of parcel 14-09-400-043. The property is situated along the southwesterly limits of the bridge improvement at 847 North Illinois Route 47.

The proposed improvement will require a Permanent Easement (PE) from your property. The proposed permanent easement of 0.171 acres to be acquired from your property is needed to provide compensatory storage required due to the roadway improvements requiring filling of the floodplain and is indicated in yellow on the enclosed plan sheet.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at

the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, reading "Michael Zakosek". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-09-400-043

Please check the desired response.

I have no comments at this time.

I have noted my comments on the back of this page.

I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

Please call me at 630-466-7198 to discuss this further in a phone conversation (your telephone number). The best time to reach me is at Mon. 12:30-3:30. (Preferred time and date)

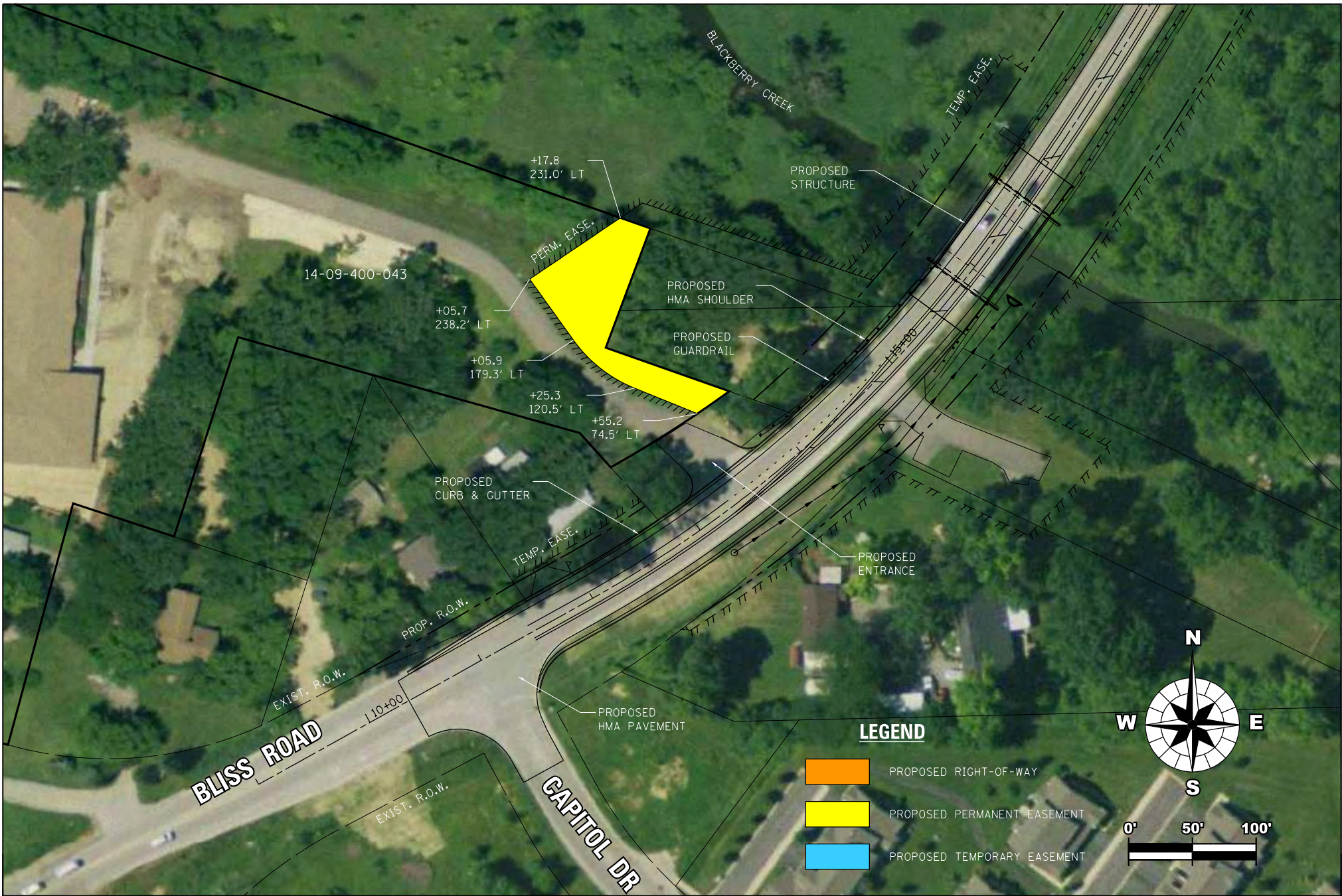
There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____


Signature of owner

6/10/13
Date

2013



WBK
WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

847 N. IL. RT. 47
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

P.I.N. 14-09-400-043

KANE COUNTY

DIVISION of TRANSPORTATION

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



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

May 11, 2013

Mr. Phillip S. Nelson
410 East Countryside
Yorkville, Illinois 60560

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Mr. Nelson::

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner of parcel 14-16-200-054. The property is situated along the southwesterly limits of the bridge improvement at 428 Bliss Road.

The proposed improvement will require right-of-way (ROW) from your property. The proposed right of way acquisition of 0.033 acre to be acquired from your property is needed to accommodate the roadway pavement, embankment widening and final grading is indicated in orange on the enclosed plan sheet.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or

to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Zakosek". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-16-200-054

Please check the desired response.

_____ I have no comments at this time.

_____ I have noted my comments on the back of this page.

_____ I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

_____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____ (Preferred time and date)

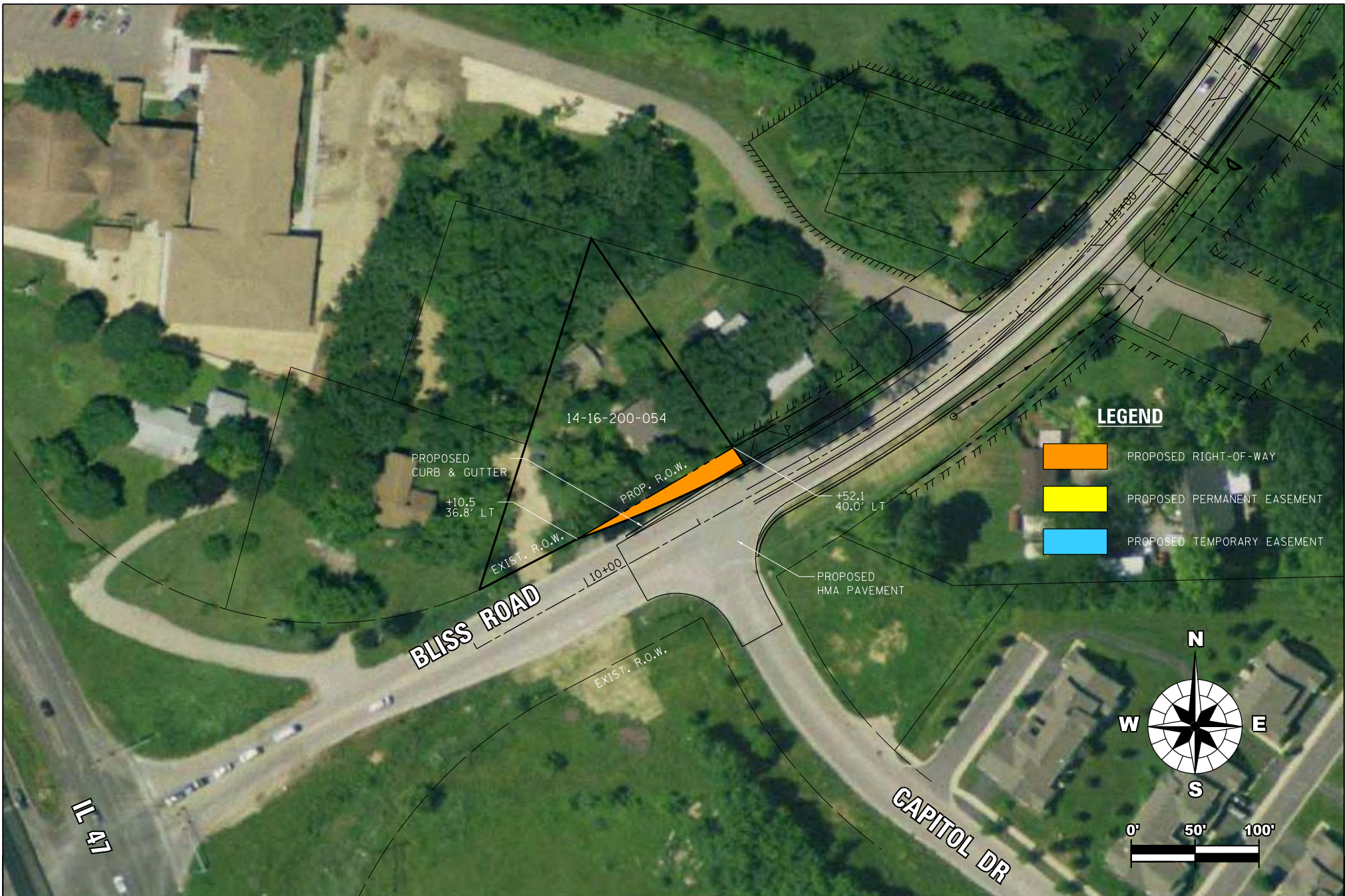
_____ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____

Signature of owner

Date

2013



WBK
WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

428 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-16-200-054				

KANE COUNTY
DIVISION of TRANSPORTATION

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



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

May 11, 2013

Mr. and Mrs. Jack Morley
434 Bliss Road
Sugar Grove, Illinois 60554

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Mr. and Mrs. Morley:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner of parcel 14-16-200-055. The property is situated along the southwesterly limits of the bridge improvement at 434 Bliss Road.

The proposed improvement will require right-of-way (ROW) and Temporary Construction Easement (TE) from your property. The proposed right of way acquisition of 0.045 acres to be acquired from your property is needed to accommodate the roadway pavement and embankment widening and is indicated in orange on the enclosed plan sheet. The additional 0.011 acres, denoted in blue, is the proposed TE needed for grading the driveway, ditches and shoulders.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Zakosek". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-16-200-055

Please check the desired response.

I have no comments at this time.

I have noted my comments on the back of this page.

I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

Please call me at (630) 939 4269 to discuss this further in a phone conversation (your telephone number). The best time to reach me is at 6-20-13 or 6-24-13 at 11:00A^M (Preferred time and date)

There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

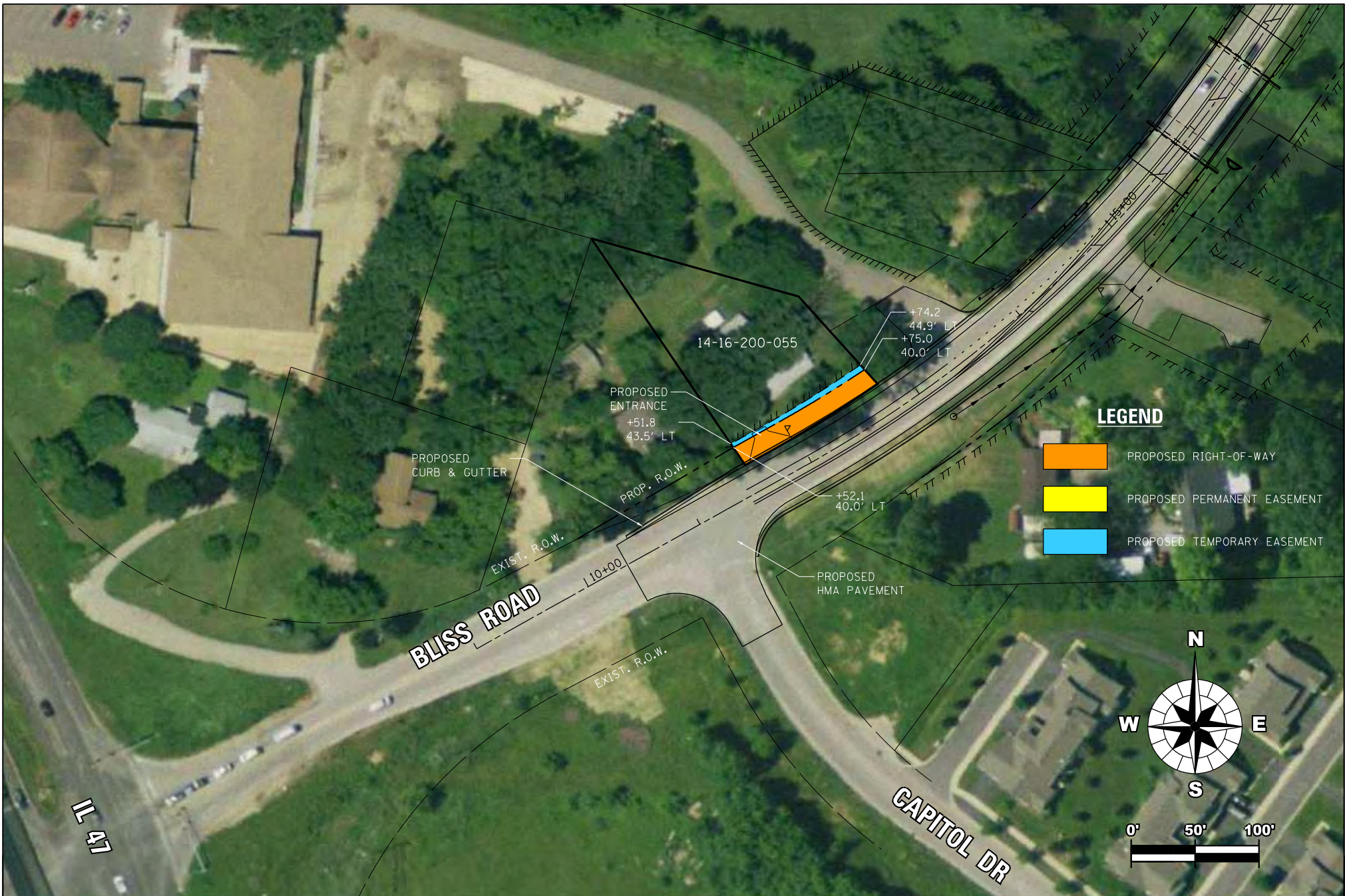

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____

Jack Morley Kaye Morley
Signature of owner

6-10-13
Date

2013

Our well is located by the driveway at the corner of the deck. Would it be affected?
We will be losing our big oak tree in front of the house?

WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

434 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-16-200-055				

KANE COUNTY
DIVISION of TRANSPORTATION

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



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

May 11, 2013

Ms. Kari E. Swanson
6S031 Bliss Road
Sugar Grove, Illinois 60554

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Ms. Swanson:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner of parcels 14-16-200-056 and 14-16-200-057. The property is situated along the southeasterly limits of the bridge improvement, adjacent to 433 Bliss Road.

The proposed improvement will require right-of-way (ROW) and Temporary Construction Easement (TE) from your properties. The proposed total right of way acquisition of 0.126 acres to be acquired is needed to accommodate the roadway pavement and embankment widening and is indicated in orange on the enclosed plan sheet. The total additional 0.315 acres from both properties, denoted in blue, is the proposed temporary easement needed for grading the driveway transition, ditches and shoulders.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Zakosek". The signature is fluid and cursive, written over a light blue horizontal line.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-16-200-056
14-16-200-057

Please check the desired response.

I have no comments at this time.

I have noted my comments on the back of this page.

I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

Please call me at ³⁷ 630-466-4022 to discuss this further in a phone conversation (your telephone number). The best time to reach me is at 9:11 AM. (Preferred time and date)

There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____



Signature of owner

5/28/13

Date

2013



WBK
WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

433 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-16-200-056				
14-16-200-057				

KANE COUNTY

DIVISION of TRANSPORTATION

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



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

May 11, 2013

Alpine Bank & Trust Company, Trustee
Land Trust Administration
600 South State Street
Belvidere, Illinois 61008-4331

Re: Bliss Road over Blackberry Creek – Bridge Replacement
Sec 08-00058-02-BR

Dear Trustee:

The Kane County Division of Transportation is engaged in preliminary engineering and environmental studies phase for the improvement of the Bliss Road Bridge over Blackberry Creek in Sugar Grove. This improvement is included in the Transportation Improvement Program and is scheduled for construction in 2015, subject to funding availability and project readiness. The proposed improvement consists of removal and replacement of the existing bridge and approximately 1,695 feet of pavement reconstruction, 550 feet south, 1,145 feet north, respectively on each side of the proposed bridge. This work will include new combination curb and gutter, shoulder and guardrail

It is the policy of the Kane County Division of Transportation and the Illinois Department of Transportation to give all interested persons an opportunity to become acquainted with highway proposals. Those interested and/or concerned persons are encouraged to express their views at those stages of a proposed project when the flexibility to respond best exists. The current practice is to contact each affected property owner directly by mail.

Based upon a review of the Kane County tax records, you are indicated to be the owner/grantor of parcels 14-09-400-039. The property is situated along the northeasterly limits of the bridge improvement at 475-565 Bliss Road, as shown on the attached location map.

The proposed improvement will require right-of-way (ROW) and Temporary Construction Easement (TE) from your property. The proposed right of way acquisition of 0.969 acres to be acquired from your property is needed to accommodate the roadway pavement and embankment widening and is indicated in orange on the enclosed plan sheet. The additional 0.139 acres, denoted in blue, is the proposed TE needed for grading the driveway, ditches and shoulders.

In order to further assist us in our analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by our project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with us, either via telephone or in a personal meeting. Please indicate the response most convenient for you. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to us in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project at this time, please return this form indicating if there are potentially impacted improvements on your property.

Upon completion of our study, a project report will be prepared describing the proposed work and submitted to the Illinois Department of Transportation for approval. After approval is received we will proceed into the plan preparation and land acquisition phase. In that phase, a representative of the Kane County Division of Transportation will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you may receive for your property if acquired as part of the project.

Upon receipt of this letter, we request your response with 10 days, so that we can effectively maintain our project schedule. If, after reviewing this letter, you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please free to contact me.

Respectfully,

A handwritten signature in black ink that reads "Michael Zakosek". The signature is written in a cursive, flowing style.

Michael Zakosek, P.E.
Senior Project Manager

Enclosures

cc: Andy Underwager – Wills Burke Kelsey Associates

Bliss Road over Blackberry Creek
Section Sec 08-00058-02-BR
Kane County

RE: Property Tax Number 14-09-400-039

Please check the desired response.

_____ I have no comments at this time.

_____ I have noted my comments on the back of this page.

_____ I will call the project manager/engineer at (630) 406-7346 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

_____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____ . (Preferred time and date)

_____ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- Well
- Septic System
- Fence
- Advertising Sign
- Other _____

Signature of owner

Date

2013




WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
 PARCEL EXHIBIT**

475-565 BLISS ROAD
 SUGAR GROVE, IL 60554

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
520	08-00058-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-09-400-039				

KANE COUNTY
DIVISION of TRANSPORTATION

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



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

MEMORANDUM

DATE: November 6, 2013
TO: Andy Underwager, P.E., S.E.
FROM: Michael Zakosek, P.E.
RE: Bliss Road over Blackberry Creek – Public Outreach

As part of the public outreach for the Bliss Road over Blackberry Creek bridge replacement project, we contacted adjacent property owners via certified letter, explained the project, and offered to discuss the project personally, if they so desired. I received feedback from three property owners and called them to further discuss the project.

Jack Morley (434 Bliss Road); PIN 14-16-200-055

Mr. Morley was mostly concerned with the large oak in front of his house, and wished it to be preserved, if possible. I indicated to him that our current design protects the tree. He feels that flattening (grading) the slope in front of his house, otherwise, is a benefit to him, as it will make mowing easier. His well is near the house and his house is connected to the Sugar Grove sanitary sewer.

Keith Duff (Village Bible Church); PIN 14-09-400-043

Mr. Duff was concerned with the existing sightlines at the church entrance on Bliss Road. After discussing the proposed improvements, he felt the sightlines should improve.

Kari Swanson (6S031 Bliss Road); PIN 14-16-200-057 & 14-16-200-056

Ms. Swanson operates a dog boarding facility and greyhound rescue on the property. She stated that it is important her existing fence is not disrupted (or is at least moved) during construction. Also, the ditch in front of her property is hard to mow. That will be improved by the construction of a new storm sewer. Lastly, her existing driveway has a relatively deep pavement structure due to previous damage from garbage trucks. For the extent the existing driveway is impacted, she requests it be replaced with the same or a better pavement section.

APPENDIX F

SECTION 4(f) COORDINATION



Meeting Minutes

Wills Burke Kelsey Associates, Ltd.
Consulting Engineers

116 West Main Street
Suite 201
St. Charles, IL 60174

Project	<u>Bliss Road over Blackberry Creek</u>	Meeting Date	<u>September 1, 2011</u>
Client/Agency	<u>Kane County Division of Transportation</u>	Meeting Time	<u>9:00 A.M.</u>
IDOT Section #	<u>08-00058-02-BR</u>	Meeting Location	<u>FPDKC</u>
IDOT Job #	<u>P-91-162-09</u>	Meeting Organizer	<u>KDOT</u>
IDOT Project #	<u>BHOS-0089(123)</u>	Meeting Topic	<u>Kick-off/ROW</u>
WBK Project #	<u>R03.090055.00000</u>		

Purpose of Meeting The purpose of the meeting was to introduce the project to the Forest Preserve District of Kane County (FPDKC) and to discuss impacts to the Bliss Woods Forest Preserve due to the replacement of the bridge carrying Bliss Road over Blackberry Creek.

1. Attendees

- Monica Meyers (FPDKC)
- Jerry Culp (FPDKC)
- Carl Schoedel (KDOT)
- Mike Zakosek (KDOT)
- Joy Yehnert (KDOT)
- Andy Underwager (WBK)
- P.J. Fitzpatrick (WBK)
- Pat Kelsey (WBK)

2. Introduction (Mike Zakosek & Andy Underwager):

- The bridge was constructed in 1931, and rehabilitated in 1979
- The existing bridge is structurally deficient due to the poor condition of the deck and superstructure. Given the age of the structure, potential for scour and sufficiency rating; bridge replacement is the most feasible option.
- The bridge design will be properly sized according to flood frequency
- The profile adjustment is needed to provide the necessary bridge opening and the required freeboard clearance.

WBK presented the proposed typical section which consists of (2) -12' lanes, a 12' median, (2) -5' shoulders and curb and gutter. WBK pointed out the amount of right-of-way needed from the FPDKC was approximately 20-feet without the shoulders and 25-feet with the shoulders. In addition, wetlands will be impacted and compensatory storage needed. The proposed compensatory storage areas are located on parcels to the south of the bridge and do not affect the Forest Preserve.

WBK and the County explained the need to provide 5-foot shoulders along Bliss Road. Currently, there seems to be a variety of long range plans to provide bicycle accommodations in this area. Blackberry Creek serves as a barrier between the north and south sides of Sugar Grove. By providing 5' shoulders within the project limits, it is an incremental step in providing access to the Forest Preserve and the Virgil Gilman Trail.



3. FPDKC commented on the following (Monica Meyers & Jerry Culp):

- It appears the median is needed to justify the left turn at Capitol Drive.

WBK along with the County explained that the replacement of the bridge is the driving force behind the improvement. Due to the need to raise the profile the project limits extend to logical touchdown points. Although it's not in the County's 5-year Transportation Improvement Program the long term plan is to extend the three lane section north throughout the Bliss Road corridor.

- How will we be compensated?

The County responded that this project will follow the federal guidelines for land acquisition. This will require the property to be appraised at the fair market value and then a price negotiated with the FPDKC. Since we are only in the preliminary design phase (Phase I) this process would occur during the development of the design plans (Phase II).

- How much right-of-way is needed?

WBK responded that the amount of right-of-way needed is shown on the exhibit. 0.35 acres of additional right-of-way is needed without the 5-foot shoulders and 0.41 acres with the 5-foot shoulders, a difference of 0.06 acres. This acreage does not include temporary easements needed to construct the embankment.

- How will wetlands be mitigated?

WBK responded along with the County that that wetland impacts can be mitigated on-site or credits purchased through a wetland banking system. The FPDKC responded that they would like to explore the feasibility of the wetlands being mitigated on-site.

- Are any permanent structures proposed on forest preserve property?

No permanent structures are proposed.

4. Discussion:

It was discussed to extend the improvement to the entrance of the forest preserve and acquire the necessary right-of-way to provide a left turn lane into the forest preserve.

WBK added that it is probable to get the FHWA/IDOT to agree to this logical terminus.

5. Action Items:

- The FPDKC agreed to further review the plan & profile and proposed cross section. In addition, they will take the proposed geometry to their Planning & Utilization Committee for approval.
- The FPDKC acknowledged forwarding a letter to the County describing how this parcel was acquired. It appears it was not purchased with grant funds; therefore it does not come under Section 6(f) protection.



Meeting Minutes

- It does appear the parcel is protected under Section 4(f). Therefore, the County's consultant (WBK) will coordinate with the forest preserve and the FHWA/IDOT to use the protected resource for a transportation use. WBK on behalf of the County will propose to process the impact as *De Minimus* since the proposed right-of-way has no adverse effects on activities, features, and attributes of the forest preserve land.

These minutes constitute our understanding of topics discussed at this meeting, should you have any questions, comments, or require clarification, please contact our office by 9/14/2011, otherwise the minutes will stand as presented.

Andy Underwager

From: Byers, Steven <Steven.Byers@Illinois.gov>
Sent: Monday, May 21, 2012 10:13 AM
To: Andy Underwager
Cc: Skufca, Jenny
Subject: RE: Bliss Woods Forest Preserve

Andy, (with Jenny);

Thank you for contacting the Illinois Nature Preserves Commission regarding the planning/construction of a bridge carrying Bliss Road over Blackberry Creek. I am interested in learning more about the project and working with you to eliminate and/or minimize threats to Bliss Woods Nature Preserve. The Commission's initial interest will be determining whether the project will lie within the existing ROW for Bliss Road or not.

I also recommend that you keep in touch with representatives of the Forest Preserve District of Kane County - if you have not already done so. The District owns the nature preserve and property to either side of the road.

I have "cc'd" Jenny Skufca, Threats Coordinator with the Illinois Nature Preserves Commission. Please "cc" Jenny on any correspondence or email messages. My current mailing address is:

Steven Byers
Illinois Nature Preserves Commission
7210 Keystone Road
Richmond, IL 60071

Thank you for contacting the Illinois Nature Preserves Commission.

Steve,

815.678.4865
Steven.Byers@Illinois.gov

From: Andy Underwager [AUnderwager@wbkengineering.com]
Sent: Friday, May 18, 2012 3:21 PM
To: Byers, Steven
Subject: Bliss Woods Forest Preserve

Hello Steven,

On behalf of the Kane County Division of Transportation, I'm managing the preliminary engineering for the replacement of the bridge carrying Bliss Road over Blackberry Creek. I'd like to send you some information pertaining to this project. At this time, I do not anticipate any impacts to the Nature Preserve, but would like to give you the courtesy to engage in the project.

I notice two different addresses on the website for you. Could you please provide the address which you would like information sent to you.

Thank you.

Kevin Anderson

From: Nation, Jan [Jan.Nation@Illinois.gov]
Sent: Thursday, March 31, 2011 2:48 PM
To: Kevin Anderson
Cc: Andy Underwager
Subject: RE: Bliss Woods Forest Preserve, Kane County
Attachments: SKMBT_50111033114400.pdf

Eric,

I have attached the only parcel acquisition at Bliss Woods funded through us. Luckily, the parcel is north of the area where the bridge construction is proposed. The map is not crystal clear but the area that has dashed lines, that has the wording about family campground, that is the 42 acres acquired with this particular grant. Very irregular shaped parcel. If you need further assistance let me know.

Jan Nation
Grant Administrator
IDNR
Division of Grant Administration
P217/782-7607
F217/782-9599

From: Kevin Anderson [mailto:kanderson@wbkengineering.com]
Sent: Wednesday, March 30, 2011 9:22 AM
To: Nation, Jan
Cc: Andy Underwager
Subject: Bliss Woods Forest Preserve, Kane County

Jan-

I have contacted you in the past about determining whether OSLAD or LAWCON funds were used to purchase portions of Parks and Forest Preserves in Kane County. We are design consultants for the Kane County Division of Transportation (KDOT) for the Bliss Road over Blackberry Creek bridge replacement project. Once again, our project may require right-of-way from an adjacent Forest Preserve.

At this moment, we would like to determine whether LAWCON or OSLAD funds were used to help finance the purchase of any of the parcels of the Bliss Woods Forest Preserve in Sugar Grove just north of the intersection of Illinois Route 47 and Bliss Road. The link below will open an aerial map of the preserve. In the past, you were able to provide me with exhibits depicting which parcels have been purchased using LAWCON or OSLAD funds. I would appreciate it if you could do this again for the Bliss Woods Forest Preserve. Our roadway and bridge project is along Bliss Road from just south of the Preserve's main entrance to Capitol Drive (both identified on the map). Blackberry Creek is near the southern boundary of the park. Thank you very much for your help.

<http://forestpreserve.countyofkane.org/Images1/Aerial Views/blissWoods.pdf>

Kevin Anderson, P.E., P.T.O.E.
Wills Burke Kelsey Associates
116 West Main Street, Suite 201
St. Charles, IL 60174-1854
Ph. 630-443-7755



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

May 18, 2012

Mr. Steven Byers
Illinois Nature Preserves Commission
Glacial Park
6720 Keystone Road
Richmond, IL 60071

7210

*RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 08-00058-02-BR
Illinois State Nature Preserve – Bliss Woods Forest Preserve*

Dear Mr. Byers,

We are writing to inform you that the Kane County Division of Transportation has initiated preliminary engineering and environmental studies for the replacement of the structure carrying Bliss Road over Blackberry Creek in the Village of Sugar Grove. The scope of work includes removing and replacing the existing bridge as well as approach roadway reconstruction and improvement to the entrance of the Bliss Woods Forest Preserve. The limits of the project will be approximately 700' to the south and 1200' to the north. This improvement is included in the County's Fiscal Year 2011-2015 Transportation Improvement Program, subject to funding availability and project readiness. A location map is enclosed for your reference.

Due to the proximity of the Illinois State Nature Preserve, we are providing the Commission the opportunity to comment on the proposed improvement. At this time we are reviewing all available information to assess impacts within our project limits. Based on the information we have reviewed, it appears that the Illinois State Nature Preserve exists to the north and east of our project limits. We do not anticipate any impacts the Nature Preserve. A Plan & Profile of the proposed improvement is enclosed for your reference as well.

We appreciate any input you may have in this matter. If you should have any questions or need additional information, please contact me at (630) 443-7755.

Respectfully Submitted,
Wills Burke Kelsey Associates

Andy Underwager, S.E., P.E.
Project Manager - Structures

cc: Mike Zakosek – Kane County Division of Transportation
Monica A. Myers – Forest Preserve District of Kane County

KANE COUNTY

DIVISION of TRANSPORTATION

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



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

September 6, 2012

Ms. Monica Meyers
Executive Director
Forest Preserve District of Kane County
1996 South Kirk Road, Suite 320
Geneva, Illinois 60134

Re: Bliss Road over Blackberry Creek Bridge Replacement
Bliss Woods

Dear Ms. Meyers:

As our bridge replacement project has been progressing, I wanted to take an opportunity to update you on our progress, as well as respond to the concerns highlighted in your attached letter to Joy Yehnert, dated May 8, 2012.

Design work continues on the project. We met with the Federal Highway Administration (FHWA) to discuss the project and its funding. While they concurred with us on the scope of work, they did not agree with our desired project limits. Consequently, all work north of the bridge, including the left turn lane into Bliss Woods will be constructed with local funds entirely. We are also working towards public notification of the project, and in several months hope to initiate final engineering. Around that time, we can begin right of way negotiation and acquisition.

We also have specific responses to the issues raised in your May letter, as follows:

- 1. KDOT should contact Steve Byers of the Illinois Nature Preserves Commission as a courtesy, since the improvement will occur next to a designated State Nature Preserve.**

A coordination letter was sent on May 18, 2012 to Steve Byers, and the FPDKC was copied.

- 2. I ask that KDOT have a tree survey completed for District land affected by the project. The tree survey should contain: 1) GPS location of each tree to be impacted, 2) diameter of each tree and 3) species name.**

A tree survey has been completed. A summary of the survey outlining GPS location, diameter and species name of each tree impacted outside the existing right of way is attached.

- 3. I ask that when native trees on District land are to be removed, that they be valued at our standard \$400 per caliper inch. KDOT will compensate the District for trees removed, with approved replacements planted at the Hannaford and Aurora West Forest Preserves.**

Due to FHWA requirements, at this time, we are unable to discuss anything relating to compensation for proposed right of way transfers. However, once phase II engineering begins and IDOT approves our proposed right of way limits, we can discuss all issues relating to compensation.

- 4. The Contractor removing trees must make every effort to salvage logs from felled trees. Logs (8 foot minimum) will remain District property and can be stock piled on the property at a location determined by the District.**

Due to FHWA requirements, at this time, we are unable to discuss anything relating to compensation for proposed right of way transfers. However, once phase II engineering begins and IDOT approves our proposed right of way limits, we can discuss all issues relating to compensation.

- 5. Several very large (30 inch dbh) and very old (250 years old) oak trees will be impacted. Does KDOT have a special mitigation category or replacement cost for such trees?**

Due to FHWA requirements, at this time, we are unable to discuss anything relating to compensation for proposed right of way transfers. However, once phase II engineering begins and IDOT approves our proposed right of way limits, we can discuss all issues relating to compensation.

- 6. The State listed slipperyshell mussel is known from this reach of Blackberry Creek (approx. 200 yards upstream). Will KDOT contract for a mussel survey and/or relocation effort? Mussels do "congregate" in and near bridge culverts.**

To supplement the Environmental Survey Request (ESR), our design consultant conducted a mussel survey on September 10, 2010. No live mussels were collected as part of the survey. In addition, the state-listed Slippershell mussel was not found at this location. Also, the Biological Resources Review was completed and approved on March 15, 2012.

Additionally, I have attached a draft De Minimus letter to initiate the 4(f) process. We would appreciate your review and comments, or concurrence on the letter.

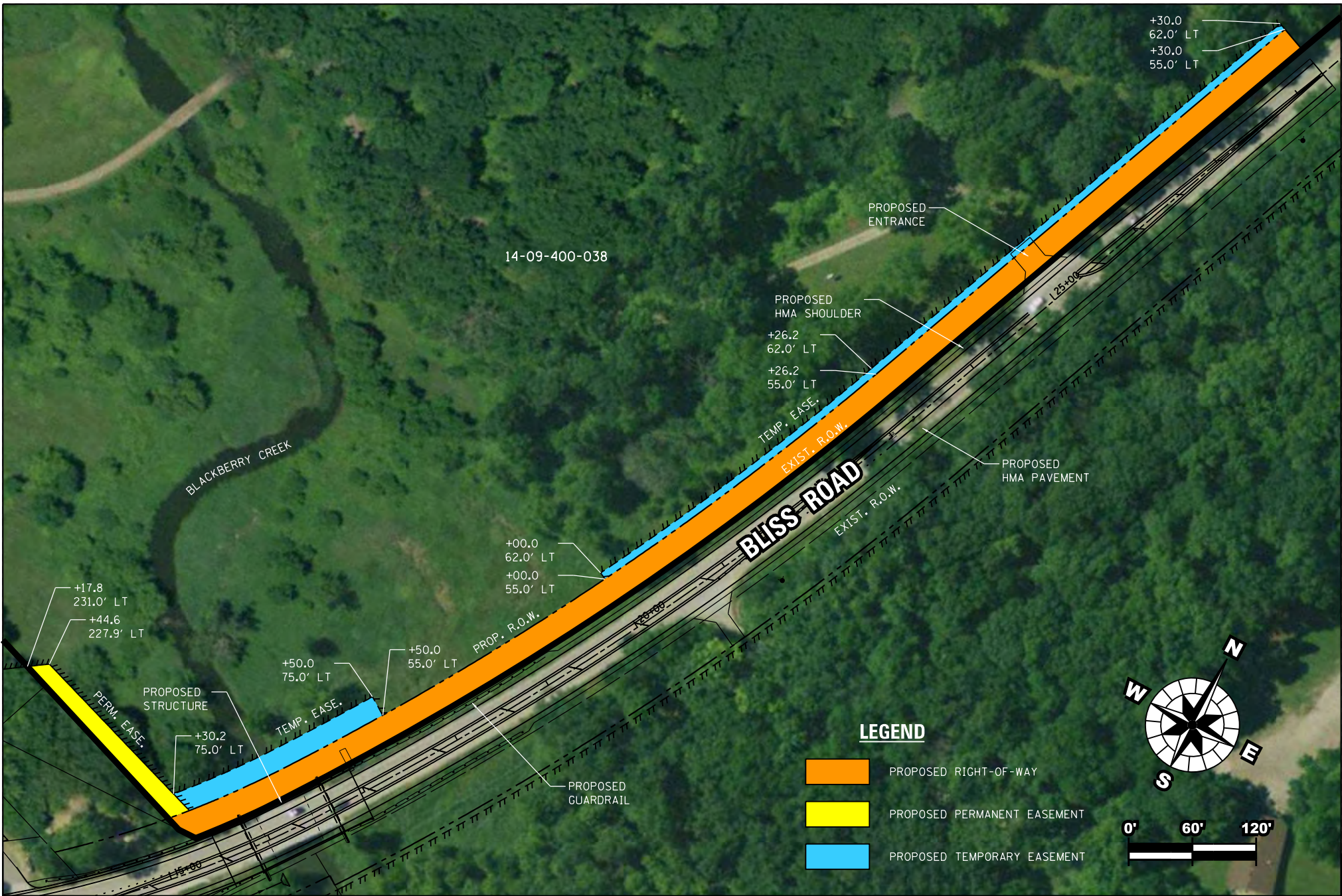
Please feel free to contact me with any questions or concerns.

Sincerely,



Michael Zakosek, P.E.
Senior Project Manager

m:\dots\server\d\users\personal\zakosek\design\projects\bliss road over blackberry creek\12corr\0906meym.doc




WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

**BLISS ROAD OVER BLACKBERRY CREEK
PARCEL EXHIBIT**

5S828 BLISS ROAD
SUGAR GROVE, IL 60554

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2332	03-14185-02-BR	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				
P.I.N. 14-09-400-038				

KANE COUNTY

DIVISION of TRANSPORTATION

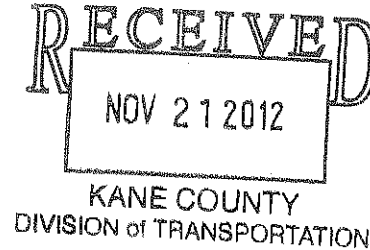
Carl Schoedel, P.E.
Director of Transportation
County Engineer



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

October 19, 2012

Ms. Monica A. Meyers
Executive Director
Forest Preserve District of Kane County
1996 South Kirk Road, Suite 320
Plato Center, Illinois 60124



Re: Bliss Road over Blackberry Creek Bridge Replacement and Bliss Woods Forest Preserve

The Kane County Division of Transportation (KDOT) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of Bliss Road over Blackberry Creek. The scope of this work is removal and replacement of the existing bridge and approach reconstruction work to provide two 12 foot lanes, a 12' median and 5' shoulders in each direction. The length of the proposed improvement is approximately 0.34 miles. The project is necessary to address the structurally deficient bridge, provide system linkage, and improve pavement condition.

The purpose of this letter is to request your concurrence that no adverse effects are occurring to publicly owned lands maintained by the Forest Preserve District of Kane County (FPDKC) as a result of the Bliss Road bridge replacement and highway improvement.

The Bliss Woods Forest Preserve will be impacted for the purposes of roadway widening, compensatory storage and grading. The FPDKC maintains jurisdictional authority over these preserves. While efforts were made to minimize the impact to the forest preserve property, acquisitions are needed.

As discussed at the September 1, 2011 meeting between the FPDKC, KDOT, and Wills Burke Kelsey Associates (WBK), the project limits were extended past the entrance to the forest preserve in order to improve the entrance by providing an exclusive left-turn lane. Additional right of way and temporary easement are needed as a result of this. As per the meeting and 4(f) de minimis requirements, the property has been surveyed and cleared environmentally.

The total acreage of impact to the FPDKC property is 0.744 acres of right of way, 0.08 acres of permanent easement and 0.227 acres of temporary easement.

KDOT believes that the transportation improvement impacts to the FPDKC owned lands qualify for the use of the de minimis provision because:

1. The transportation use of the Section 4(f) resource, together with the impacts and enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The Forest Preserve District of Kane County, who has jurisdiction over the Forest Preserves, has been informed by KDOT or their agent about the intent to have the Federal Highway Administration (FHWA) make a de minimis finding.

By signing this letter, you concur with any commitments made by KDOT for their use of the Section 4(f) property described above and in the determination that the Bliss Road Improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties described in the enclosure for protection under Section 4(f). The FPDKC acknowledges that the Federal Highway Administration (FHWA) will use this concurrence as the basis for making a de minimis finding for the property impacted and described in the enclosure.

Please review the enclosed de minimis documentation. If the FPDKC concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the following contact. The second copy is for your files.

At the completion of the Phase I study, KDOT will begin preparation of construction documents as well as right-of-way acquisition. At that time, your agency will be contacted by KDOT about the acquisition of the 1.051 acres needed for highway purposes. Your signature on this letter in no way affects any future negotiation with KDOT for land being acquired. We thank you in advance for your prompt reply regarding the above issue. If you have any questions or require additional information about the project or Section 4(f) impacts, please contact me.

Sincerely,



Michael Zakosek, P.E.
Senior Project Manager

Concur
Do Not
Concur

M. A. Mey

Title

Executive Director

Date

October 26, 2012

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APPENDIX G
OTHER AGENCY COORDINATION



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

voice 312-454-0400
fax 312-454-0411
www.cmap.illinois.gov

RECEIVED
JUL 07 2010
Wills Burke Kelsey Associates

July 1, 2010

Mr. Carl Schoedel, P.E.
County Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60504

Subject: Bliss Road over Blackberry Creek
Kane County DOT

Dear Mr. Schoedel:

In response to a request made on your behalf and dated June 30, 2010, we have developed a year 2030 average daily traffic (ADT) projection of 12,000 for the subject location.

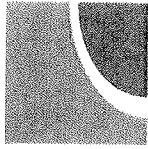
Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

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

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Anderson (Wills Burke Kelsey)
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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 16, 2011

Mr. Carl Schoedel, P.E.
County Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60504

Subject: Bridge Replacements - Bliss Road, Walker Road and French Road
Kane County DOT

Dear Mr. Schoedel:

In response to a request made on your behalf and dated September 14, 2011, we have developed year 2040 average daily traffic (ADT) projections for the subject locations.

ROAD SEGMENT	2040 ADT
Bliss Rd over Blackberry Creek	12,000
Walker Rd over Burlington Creek	6,000
French Rd over Burlington Creek	7,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the April 2011 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

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

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Anderson (Wills Burke Kelsey)
M:\proj1\cebf\forecasts\2011 Response\ka-11-11.docx

RECEIVED
SEP 20 2011

Wills Burke Kelsey Associates



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengeering.com

WILLS BURKE KELSEY ASSOCIATES

March 11, 2011

Postmaster
United States Postal Service
45 E. Cross St.
Sugar Grove IL 60554

**Subject: Jericho Road over Ferson Creek
Section 08-00058-02-BR
IDOT Project No. BHOS-0089(123)**

Dear Sir or Madam:

Our office is currently performing the Phase I preliminary engineering for the Kane County Division of Transportation for the replacement of the Bliss Road bridge over Blackberry Creek. This bridge project will be Federally funded and is being administered by the Illinois Department of Transportation.

The construction project involves the replacement of the existing Bliss Road bridge over Blackberry Creek and the reconstruction of the roadway approaches approximately 500 feet north and south of the bridge. The bridge and approach roadway will be widened to accommodate three 12-foot traffic lanes and will have curb and gutter. Construction is likely to occur in 2013 or 2014.

There are three addresses with mailboxes on Bliss Road that will be affected by this project: 433 Bliss, 434 Bliss, and 442 Bliss. The two mailboxes for 433 and 434 Bliss Road share a post on the west side of the road. A Location Map and Plan Sheet have been enclosed. Because these mailboxes currently are aligned with the curb and Bliss Road has a 40 mph speed limit, we are evaluating the need for mailbox turnouts. The terrain limits the widths of the turnouts under consideration to 6.5 feet: 4 feet of driveway pavement behind a depressed 2.5-foot curb and gutter. Therefore, most, but not all of the mail delivery vehicle would be off the roadway. The purpose of this letter is to solicit comments from you as to any requirements or suggestions regarding these mailboxes.

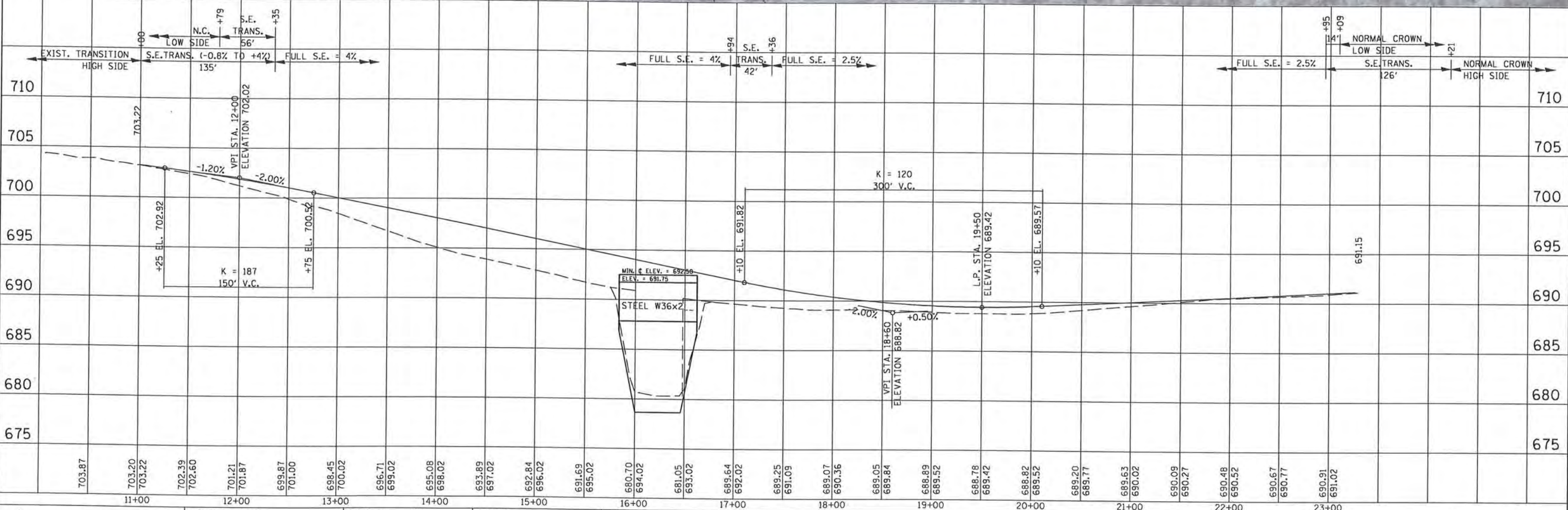
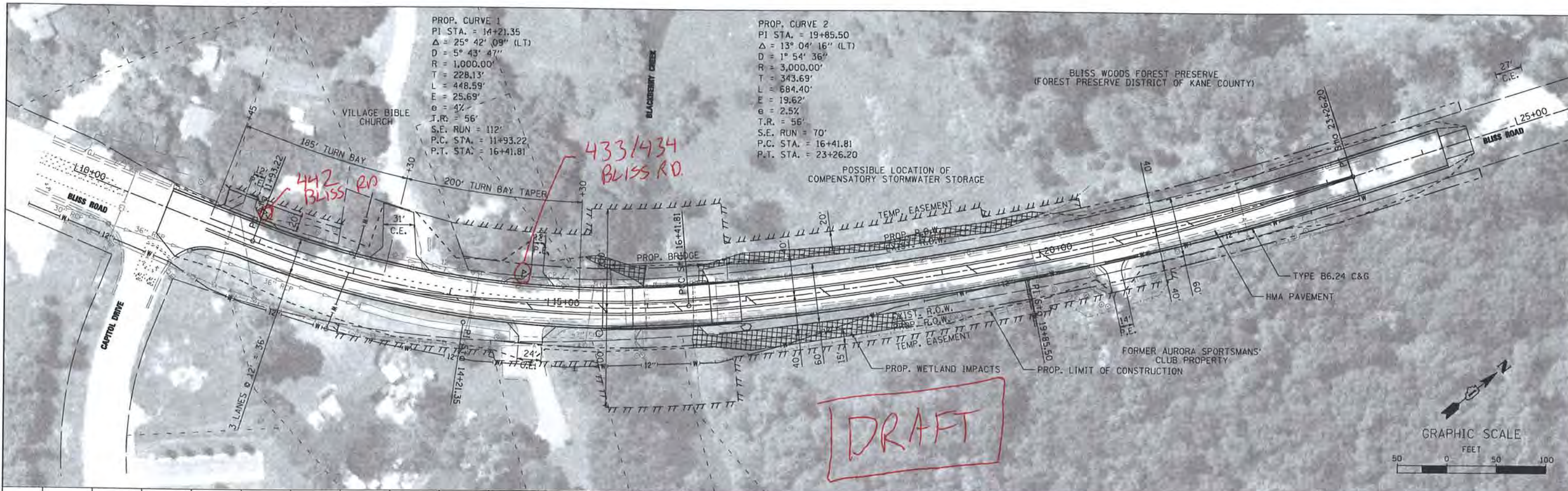
If you have any comments or questions regarding this project, please contact me at the address above, or email me at KAnderson@wbkengeering.com.

Sincerely,
Wills Burke Kelsey Associates

A handwritten signature in blue ink, appearing to read 'K Anderson', is written over a horizontal line.

Kevin Anderson, P.E., P.T.O.E.
Project Engineer

cc: Mike Zakosek, KDOT





116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengeering.com

WILLS BURKE KELSEY ASSOCIATES

March 18, 2011

Mr. Brent Eichelberger
Village Administrator
Village of Sugar Grove
10 S. Municipal Drive
Sugar Grove, Illinois 60554

*RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 08-00058-02-BR
Bicycle Facilities*

Dear Mr. Eichelberger,

We are writing to inform you that the Kane County Division of Transportation has recently initiated preliminary engineering and environmental studies for the replacement of the structure carrying Bliss Road over Blackberry Creek in unincorporated Kane County. A location map is enclosed for your reference. This improvement is included in the County's Fiscal Year 2009-2013 Transportation Improvement Program, subject to funding availability and project readiness. The limits of the project will be approximately 700' in each direction of the bridge crossing to accommodate a profile adjustment and associated approach roadway construction.

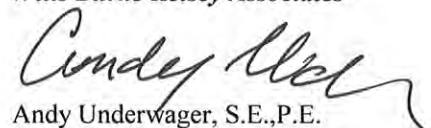
At this early stage of Phase I project development, we request that you provide any information relevant to defining an appropriate roadway configuration which can include bicycle accommodations where needs exist. Specific information we are requesting includes the following:

- Existing or anticipated future bicycle usage along or crossing the project corridor
- Existing or planned facilities generating bicycle travel in the project area
- Extent of on-road bicycle usage
- Existing or planned separate bicycle trails or signed bike routes in the vicinity (0.5 miles) of the project
- Planned and programmed local bikeway construction projects within a 5-year period

At this time we are reviewing all available information to assess existing and future bicycle facility needs within our project limits. Based on the information we have reviewed, it appears that there are existing and future facilities nearby, but none that would impact our planned improvements.

We appreciate any input you could provide in this matter. If you have any questions or need additional information, please contact me at (630) 443-7755.

Respectfully Submitted,
Wills Burke Kelsey Associates


Andy Underwager, S.E., P.E.
Project Manager - Structures

cc: Mike Zakosek – KDOT

VILLAGE PRESIDENT

P. Sean Michels

VILLAGE ADMINISTRATOR

Brent M. Eichelberger

VILLAGE CLERK

Cynthia Welsch



PUBLIC WORKS DEPARTMENT
Anthony J. Speciale, Director

VILLAGE TRUSTEES

Robert Bohler
Kevin Geary
Mari Johnson
Rick Montalto
Thomas Renk
Melisa Taylor

April 19, 2011

Andy Underwager, S.E., P.E.
Wills Burke Kelsey Associates
116 West Main Street Suite 201
St Charles, Illinois 60174

**Re: Bliss Road over Blackberry Creek
Kane County Division of Transportation Sec 08-00058-02-BR**

Dear Mr. Underwager:

The Village of Sugar Grove's Comprehensive Plan sets forth long-range recommendations for future growth and development. The Plan includes statements of goals and objectives, which provide the framework for planning future projects and actions. The Transportation Goal is to provide a coordinated system of roadways, pedestrian facilities, recreational pathways and public transportation services that provides for the safe and efficient movement of vehicles, bicycles and pedestrians, reinforces surrounding land development patterns and enhances regional transportation facilities. The Transportation Plan recommends that as improvements are made to arterial and collector roadways, sidewalks, and/or bike trails should be installed within the right-of-ways along both sides of the street.

In November 2010, an Ad-Hoc Committee prepared a Comprehensive Bicycle and Pedestrian Short Term Connectivity Plan. The intent of this plan is to be adopted as an amendment to the Village of Sugar Grove's Comprehensive Plan. Section 5: Bikeway Network Recommendations; identifies the need for a bike/pedestrian friendly roadway at Bliss Road over Blackberry Creek. Currently, there are no bicycle/pedestrian friendly access points to the Virgil Gilman Trail in Sugar Grove to the south. Given the Virgil Gilman Trail parallels Blackberry Creek to the north, Blackberry Creek is a barrier for those to the south. The addition of a bike/pedestrian path along Bliss Road over Blackberry Creek would provide a critical connection to link our village through a path system and allow the residents on the south of Blackberry Creek safe access to the County's growing system of trails.

If you have any questions or I can be of any further assistance, please feel free to contact me.

Sincerely,

VILLAGE OF SUGAR GROVE

Anthony J. Speciale
Director of Public Works

RECEIVED

APR 21 2011

Wills Burke Kelsey Associates



PHONE CONVERSATION LOG

Date: February 21, 2012

Person: Kim Kubiak

Affiliation: US Army Corps of Engineers, Chicago District

Phone #: 312-846-5541

WBK Representative: Natalie Paver

Project #: 09-0055

Project Name: Bliss Rd. over Blackberry Creek

Summary of Discussion:

The proposed impact to Bliss Road wetlands and waters of the US were discussed. Natalie gave some background on the project. Natalie explained that there will be over 0.25 acres of impact to the adjacent wetlands of Blackberry Creek and less than 0.10 acre of impact to the waters of the US (Blackberry Creek). Natalie asked if this could be permitted under Regional Permit 3 (RP3) since the 2007 Regional Permit 3 states "the impact to waters of the US shall not exceed 0.25 acres for any single crossing."

Kim said that the new Regional Permit Program taking effect April 2012 clarifies the "Waters of the US" definition to include all wetlands. The limit on 0.25 acres of impact for one crossing does not change in the new Regional Permit program for 2012. Kim stated that Bliss Road over Blackberry Creek could potentially be permitted under RP3 as a Category 2; however, it may need to be permitted as an Individual Permit (IP). Kim stated that when she reviews the project, she would try to fit it into an RP3, Category 2, and that whoever does the permit submittal should submit it as an RP instead of an IP.

Kim also stated that she received a permit application for another project in the "gun club" area. She stated that this other project did not coordinate with the Illinois Nature Preserve Commission, and they would appreciate coordination. The contact in Springfield is Jenny Skusca.

Further Action Required: Yes No

Explain:



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Dr. James Rydland
Superintendent
Community Unit School District 129
80 S. River Street
Aurora, IL 60506

**RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR**

Dear Dr. Rydland:

Our office is assisting the Kane County Division of Transportation (KDOT) with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek. This bridge project is being federally funded through the Highway Bridge Program (HBP) and will be administered by the Illinois Department of Transportation.

The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns that would assist us in determining scheduling priorities and any mitigation of impacts to the District's school bus routes.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.

A handwritten signature in black ink, appearing to read 'Andy Underwager', is written over a light blue horizontal line.

Andy Underwager, P.E., S.E.
Senior Project Manager - Structures

Enclosure



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Sheriff Patrick B. Perez
Kane County Sheriff's Office
37W755 Illinois Route 38
Suite A
St. Charles, IL 60175-7557

**RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR**

Dear Sheriff Perez:

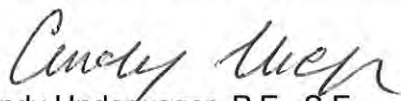
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The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns you may have about the effect that the overall bridge replacement may or may not have on your operations.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.


Andy Underwager, P.E., S.E.
Senior Project Manager - Structures

Enclosure



116 West Main Street, Suite 201
St. Charles, Illinois 60174
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Fax: 630.443.0533
www.wbkengeering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Dr. Jeff Schuler
Superintendent
Community Unit School District 302
47W326 Keslinger Road
Maple Park, IL 60151

***RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR***

Dear Dr. Schuler:

Our office is assisting the Kane County Division of Transportation (KDOT) with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek. This bridge project is being federally funded through the Highway Bridge Program (HBP) and will be administered by the Illinois Department of Transportation.

The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns that would assist us in determining scheduling priorities and any mitigation of impacts to the District's school bus routes.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.

A handwritten signature in black ink, appearing to read 'Andy Underwager', written over a light blue horizontal line.

Andy Underwager, P.E., S.E.
Senior Project Manager - Structures

Enclosure



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Mr. Greg Huggins
Highway Commissioner
Sugar Grove Township
54 Snow Street
P.O. Box 465
Sugar Grove, IL 60554

**RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR**

Dear Mr. Huggins:

Our office is assisting the Kane County Division of Transportation (KDOT) with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek. This bridge project is being federally funded through the Highway Bridge Program (HBP) and will be administered by the Illinois Department of Transportation.

The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns you may have about the effect that the overall bridge replacement may or may not have on your operations.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.

A handwritten signature in black ink, appearing to read 'Andy Underwager', is written over a light blue horizontal line.

Andy Underwager, P.E., S.E.
Senior Project Manager - Structures



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Chief Marty Kunkel
Sugar Grove Fire Protection District
25 S. Municipal Drive
Sugar Grove, IL 60554

***RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR***

Dear Chief Kunkel:

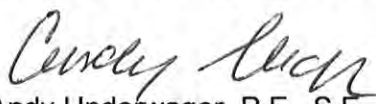
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The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns you may have about the effect that the overall bridge replacement may or may not have on your operations.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.


Andy Underwager, P.E., S.E.
Senior Project Manager - Structures

Enclosure



116 West Main Street, Suite 201
St. Charles, Illinois 60174
Phone: 630.443.7755
Fax: 630.443.0533
www.wbkengineering.com

WILLS BURKE KELSEY ASSOCIATES

November 11, 2013

Chief Pat Rollins
Sugar Grove Police Department
10 S. Municipal Drive
Sugar Grove, IL 60554

**RE: Bliss Road over Blackberry Creek
Kane County Division of Transportation
Sec. 10-00058-02-BR**

Dear Chief Rollins:

Our office is assisting the Kane County Division of Transportation (KDOT) with the preliminary engineering for the replacement of the Bliss Road Bridge over Blackberry Creek. This bridge project is being federally funded through the Highway Bridge Program (HBP) and will be administered by the Illinois Department of Transportation.

The construction project involves the replacement of the existing bridge and the reconstruction of the roadway approaches. Construction of this improvement is currently included in KDOT's FY 2013-2017 Transportation Improvement Program, subject to funding availability and project readiness.

It is proposed that Bliss Road, in the vicinity of the project, remain open during construction utilizing staged construction. The County does not anticipate that these staging operations will cause adverse impacts to your facilities and/or operations. On behalf of KDOT, we ask that you review the enclosed Location Map and provide us with any comments or concerns you may have about the effect that the overall bridge replacement may or may not have on your operations.

Our office and the Kane County Division of Transportation appreciate your cooperation in this matter. If you have any questions or require additional information regarding this matter, do not hesitate to contact our office.

Sincerely,
Wills Burke Kelsey Associates, Ltd.

A handwritten signature in black ink, appearing to read 'Andy Underwager', written in a cursive style.

Andy Underwager, P.E., S.E.
Senior Project Manager - Structures

Enclosure